THE BEST SELLING AIRCRAFT MODELLING MAGAZINE!

Scale AVIATION Modeller International

SCALE AVIATION MODELLER

Eagle's Wings – Komet

by Nick J. Wigman

Italian Air Force Display Teams

by Richard J. Caruana

A Tale of Two Skyrays

by Frank T. Cuden

Plus
Photo Album
Aviation Colour File
IAF P-51D

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LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS

Contents

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Editorial

Volume 6 Issue 5

Scale AVIATION Modeller International

Having spent two enjoyable days at the Southern Expo in mid-March, it seems only a few days ago that I was sitting down to write the last editorial! Going to model shows is always one way of rekindling your enthusiasm for the hobby and the Southern Expo is an event that truly deserves its 'friendly show' category. Throughout the two days I discussed a great number of subjects with a large number of the readership, as well as catching up with all the gossip.

One of the most worrying recent events has been the great losses reported by some of the big toy and hobby retail groups in the world, especially in the UK with the drop in share value for the group that owns Beatties. The upshot of all this could see the demise of a chain of stores that, although not serving the hobby for all the accessory, decals and specialist products out there, are the way in which many people new to our hobby get involved. All of us will have bought our first kit from a high street shop, and even in these days of on-line shopping, I can't imagine many youngsters browsing a site which, let's face it, will have little visually to interest them. If the days of the high street toy and hobby shop are numbered, then I think many of us are in for a real shock. I am sure that there are many of you out there who purchase via your favourite sites on the net, and many of you will be buying from the Far East or America and rubbing your hands at the perceived 'bargain' you are getting. So far in the UK the Customs and Excise are unable to manage the sheer numbers of parcels coming into the UK, and as a result many will 'slip through' the net and not be subject to Import Duty or VAT (which all items imported into the UK are liable for). The increase in worldwide shopping will soon force some changes, and when they do you will not be getting any 'bargains' any more. So, what's this all about, well, it's mainly in the hope that no matter how 'international' you are in your model product buying mode, try to regularly call into your local model shop and buy all those consumables. I know what it is like not living near a model shop, as I did that for 23 years, and when all the high street shops have closed, and your only option is a mail order firm (on-line or otherwise), you will start to see the benefit of these shops, as £1.00 for a tin of paint and £2.50 for postage is going to make the hobby very expensive all of a sudden! As they say, 'you don't know what you've got till it's gone'

Thanks to all of you who have requested my excess kit and build model sale lists over the past month. Please keep the requests coming and I will try and get the lists off in the mail, or via Email, as soon as I can.

As a final point could I ask everyone who is currently sending Emails to me at SAMed@compuserve.com to now send them to samkit@globalnet.co.uk. Many thanks, as my own machine is getting 'bunged up' with all sorts of stuff at present!

Richard A. Franks
Editor

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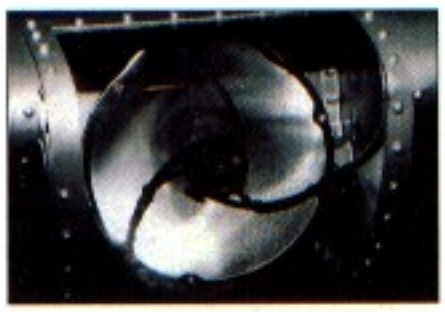


404... Photo Album
Mark P. Attrill brings you the second part of his photographic coverage of the Fairey Swordfish

www.militaryzone.info

News Update

Classic Airframes

1/48th

Available in late March was the Fairey Battle Trainer (#429), Fairey Battle Target Tug (#430) and the Curtiss BF2C-1 (Hawk III) (#433). The former are £29.95 each, while the latter item is £19.95.

Also available is the Mitsubishi A5M4K Claude Trainer (#438) which is £19.99.

Please Note that the Blenheim kit price is going to be $54.95, not $49.95 as originally quoted.

Monogram

1/48th

The most recent reissue in the Monogram 'Classics' range is the Vought Kingfisher OSU-3 (#85-0135) at £11.95.

Airmodel

Hannants advise us that despite numerous attempts to contact this firm, they have had no reply and must therefore assume that the company has ceased trading. If our readership knows better, please let Hannants know.

Toko

As listed last month, this firm has now ceased all kit production. The new toolings originally due from this firm will now be produced by a new concern called Roden. All of the existing tools have now been purchased by Eastern Express, so they should soon be available once more under this manufacturer's label. Do not take note of any 'scare mongering' about non-availability of Toko products, or a great increase in price, as all the older kits, along with all the new ones will soon be available once again, and no great price increase has been notified.

Academy

1/72nd

The latest release in this scale from Academy is the Messerschmitt Me 163B/S Komet (#1673), which is £4.99.

1/48th

A number of ex-Hobbycraft kits have recently been issued in this manufacturer's range. These include the Messerschmitt Bf-109B (#2178), P-26C Peashooter (#2179), Seversky P-35A (#2180) and the Seversky P-36C (#2181), each of which is £10.99 .

ICM

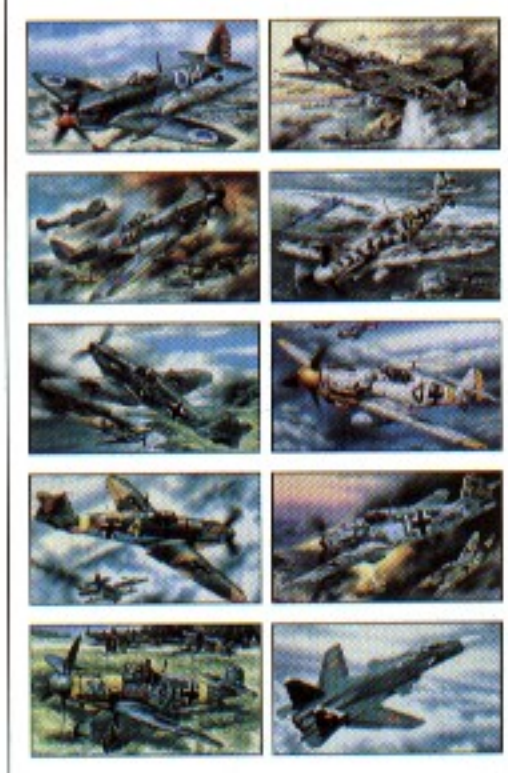
1/72nd

New kits produced in this scale by ICM are the Polikarpov I-15bis (#72012), Yakovlev Yak-9/B/DD/T/K (#72023), Yak-9 (#72023) and the Fokker E.IV monoplane in two versions (#72111 & 72121). All of these kits are £5.50 each. Also available is the TB-3 Soviet heavy bomber (#72091), which is £19.99.

New items due shortly include the Polikarpov I-16 Type 24 (#72071), Sukhoi Su-2 (#72081) and TB-3 'Zveno' (#72092)

1/48th

The most recent kits from ICM are the Yak-9DD (#48013), Yak-9T 'Ace I. Stepanenko' (#48014) and Yak-7DI/Yak-9 early version (#48041), all of which are £9.99. The other release in this scale is the



Yak-7B 'Ace Vorozhejkin' (#48035) at £10.99.

New kits now confirmed from ICM are the Spitfire HF Mk VII (#48062), Spitfire Mk IX (#48061), Israeli Spitfire Mk IX (#48063), Spitfire Mk XVI (#48064), Bf 109F-1 (#48101), Bf 109F-2 (#48102), Bf 109F-4 (#48103), Bf 109F-4B (#48104), Bf 109G-2 (#48111), Bf 109G-6 (#48112), Bf 109K-4 (#48131), Sukhoi S-37 'Berkut' (#48141) and the Yak-7DI 'M. Albert' (#48042).

Revell

1/144th

New in this scale is the Boeing 737-800 in KLM colours (#4245) and it retails for £8.99.

1/72nd

The latest release from Revell is the Bell 412 Griffin (#4461), which is based on the Italeri tooling. The Revell version comes with Dutch SAR and RAF markings and is £8.99.

Other releases in this scale include the Grumman A-6E Tram Intruder (#4614/£10.99), Grumman F-14A Tomcat (#4322/£9.99), Messerschmitt Me 262A-1a/U3 Reconnaissance (#4146/£3.99) and the ex-Dragon Dornier Do 335A-1 'Pfeil' (#4324/£7.99).

Accurate Miniatures

1/48th

Available in the UK in mid-March was the Grumman F3F-1 (#3413) and the North American B-25B Mitchell (#3430) which are £19.99 and £34.99 respectively

1/48th

Sporting one of the biggest kit boxes we have seen in a long time (not one you can easily sneak past your wife!), the Rockwell B-1B Lancer (#4560) is available once again and it is £39.99.

Sanger

1/72nd

The Antonov AN-26 'Curl' (#7214) is the latest vac-form in this scale from Sanger and it features white metal propellers, wheels etc as well as decals and is £27.50.

Aires

1/48th

New resin detail sets from Aires this month include ones for the Academy P-47N (#4813) at £22.25, Revell-Monogram Messerschmitt Me 410 (#4866) at £8.75 and gun bays for the Tamiya P-51D (#4882) and Tamiya F-84G (#4884) both at £4.25.

1/72nd

New resin detail sets in this scale include a Junkers Jumo 211 engine (#7233) at £3.50, cockpit set for the Hasegawa Kawasaki Ki-61 (#7249), wheel wells for the Academy F4U-1A Corsair (#7253), cockpit for the Hasegawa F4F-4 Wildcat (#7254) and Tamiya F-84G Thunderjet (#7258) all of which are £3.50 each, plus a cockpit set for the Revell® Tornado IDS (#7259) at £5.75 and a P & W R1830 'late version' (#7260) at £3.50.

Minicraft

1/144th

The latest release in this scale from Minicraft is the Boeing 707-320B in Pan Am colours (#14450) and it is £10.99.

RVHP

1/72nd

New resin kits from this firm are the FB-19 'RAF' (#7280) and the FB-19 'Russian Air Force' (#7281), both of which include decals and are £15.00 each.

News Update

HR Models

1/72nd

The latest resin kit from HR is the Gloster Gauntlet (#7243) which comes with Finnish Air Force decals and skis and is £13.50.

Alliance

1/72nd

Chinese aircraft types seem to be all the rage of late and Alliance have just released a resin kit of the Shenyang F-5 Nanchang (#72013). This is an ex-Czech Master product and is complete with decals. The UK price is £20.95.

Other recent releases included the Arado Ar 65 (#72014/£14.80), Dornier Do 212V-1 (#72011/£16.50) and the Henschel Hs P.75 (#72012/£16.50). The latter two are also ex-Czech Master products.

Tamiya

1/48th

Initial reports on the new Dornier Do 335 from Tamiya seem good. The kit features the usual level of detail, but also includes areas that were omitted in the older Monogram kit (bomb bay etc) and at present we believe that there will be three versions (probably A-1, A-12 two-seat and a Zestorer II series). No confirmed UK price as yet, but expect something around £36. The A-1J Skyraider (#61073) should be available shortly, but the UK price has increased dramatically to £33.95.

1/48th

The first two kits in this scale from Alliance are also now available. They are the Aviatik 30.40 (#4801) and the WKF D.1 85.04 (#4802), both of which are £19.75 each.

Kendall Model Company

1/72nd

Yes, at last the long, long awaited kit of the Boeing 727-200 has been released by KMC. The kit (#727200) features injection moulded fuselage with resin engines, undercarriage (good idea -not!) and wheels and decals for an American Airlines machine. The UK price for this kit is £54.95.

Hasegawa

1/200th

As stated last month this firm were planning a lot of releases over the coming months and those items released in Japan in Jan/Feb are now in the UK. In this scale these include the Boeing (747) VC-25A 'Air Force One' (#10608/£16.99) and the DC-10-30 'Northwest/KLM' (#10609/£10.99/$20.98).

Future releases in the UK will include the Tristar 'RAF' (#10610/¥1500/$24.98), Boeing 777-200 'American Airlines' (#10613/¥1500/$25.98), YS-11 'South West Airlines' (#10614/¥1800), Boeing 767-200 'ANA' (#10615/¥1500) and the Boeing 767-200 'JTA' (#LT36/¥1500/$21.98).

New releases in Japan during April were the R4D-6 [DC-3] (#10616/¥1200) and the Boeing 747-200 (#10617/¥1500).

1/72nd

The only new item to reach the UK recently in this scale is the D.H. Mosquito NF Mk II 'Night Fighter' (#00050/£11.99).

Surprisingly many of the Japanese listed releases in this scale have not shown up in the UK as yet. These include the S2F-U Tracker 'Target Taker' (#00048/¥2200), Kawasaki Ki-45Kai Tei '4th Fighter Regiment Kaitentai' (#00051/¥2800), Mitsubishi F-1 '6th Squadron 40th Anniversary' (#00052/¥1400), EA-6B Prowler 'Wings '99 Atsugi VAQ-136' (#00053/¥2000), Kawasaki T-4 '1st Air Wing 1999, Hamammatsu Special'

(#00054/¥2000), ES-3A Shadow 'CAG of Sea Shadows' (#00055/¥2200), P-3C Orion 'VP-47' (#00060/¥3200), F-4B Phantom 'Black Special' (#00056/¥2200/$27.98), Fuji T-3 '12th FTW '99' (#00057/¥1800), F-4EJ Kai 'Aggressor Faker' (#00058/¥2200), F-104S 'NATO 50th Anniversary' (#00059/¥1400/$15.98),

P-3C Orion (#00060/$39.98), T-33A Shooting Star 'Old Fashion' (#00061/¥1200), Su-27 Flanker 'Ukrainian Air Force' (#00062/¥2400), Mil Mi-24D 'Czech AF

Hobbycraft

1/144th

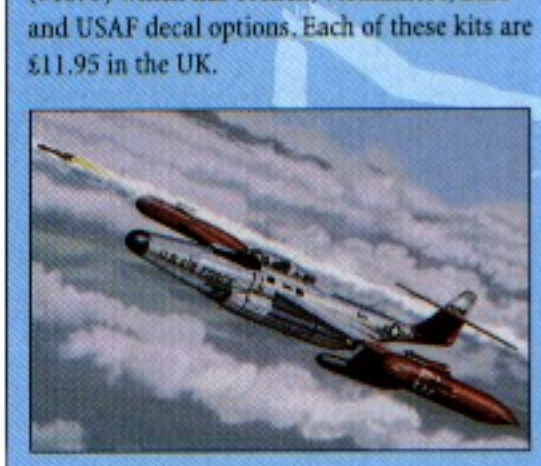
The Boeing B-47E Stratojet 'USAF' (#1251) is now available in this scale and it is £11.95.

1/72nd

In this scale the F-89H Scorpion (#1329) is out and it is £8.49.

1/48th

New kits of the DHC Beaver released by Hobbycraft include the version on floats (#1674) which comes with Australian, U.S.Army, Peruvian A.F and Harbour Air decals, and the version with wheels & skis (#1675) which has French, Vietnamese, Laos and USAF decal options. Each of these kits are £11.95 in the UK.



1/32nd

The only new item in this scale is the Nieuport Ni.17 'RFC' (#1686) which is £ 9.99.

Black Box

1/48th

New resin detail sets in this scale are for the F-100D Super Sabre cockpit (#48008) and the A-10 Warthog cockpit (#48010), both of which are £16.00 each.

News Update

Airfix

1/144th

March releases from this firm include the Saab Viggen (#00105) and F-104 Starfighter (#00106).

Due for reissue in April was the BAC 1-11 (#03178).

1/72nd

Reissued items due in March included the Messerschmitt Bf 109E (#02048), Junkers Ju 87B (#03030) and the special Battle of Britain Memorial Flight set (#10999).

April reissues will include the Hawker P.1127 (#00033), Piper Cherokee Arrow (#0060) and S.A. Bulldog (#00061).

1/48th

The old Arii/Otaki kits of the Spitfire Mk VIIIc (#05107), F6F-5 Hellcat (#05108) and the Kittyhawk Mk Ia (#05109) are all due to be reissued by Airfix in June.

1/24th

Everyone is looking forward to the updated Harrier kit (#18003) in this scale. It will be issued in April and will offer GR.3, AV-8A and AV-8S versions.

Aerobatic Team' (#00063/¥1800/$21.98), F-4J 'VX-4 Vandy 76' (#00064/$33.98), N.A. F-86D '512th FIS' (#00065/$16.98), F-117A Stealth 'Stars and Stripes' (#00066/¥1200), F-4S 'VMFA-321 Hell's Angels' (#00067/¥2200), B-17G '381st BG Nose Art' (#00069/¥2200), F-15E Strike Eagle (#GE10/¥1200), MiG-29 (#GE11/¥1200), F-14A 'Low-Viz' (#GE2/¥1200), F-14A Tomcat 'Hi-Viz' (#GE3/¥1200), AH-1S Cobra 'JGSDF' (#GE4/¥1200), AH-1S Cobra 'US Army'

(#GE5/¥1200), AH-64 Longbow (#GE6/¥1200), S-3A Viking (#GE7/¥1200), EA-3B Prowler 'Hi-Viz' (#GE8/¥1200) and the A-10A Thunderbolt II (#GE9/¥1200).

New items due for release in Japan during April include the TF-15 (#00069/¥2200), Mitsubishi Ki-46-II 'Dinah' (#CP5/¥2000), P2V-7 Orion (#00070/¥2400), RF-4B 'Spirit of America' (#00071/¥2200), F-8E 'CVW-19 CAG' (#00072/¥1200) and A-1H (#00073/¥1200).

Noted in Japan was a new range entitled 'Aero Dancing'. The first two issues in the series are the Fuji T-3 (#GC1/¥1000) and the F-104J Starfighter (#GC2). We have no idea yet what the significance of the series name is, but it is unlikely that these items will go outside of Japan.

1/48th

New items now in the UK in this scale include the Messerschmitt Bf 109K-4 'JG53' (#09330/£16.99), Phantom FG.1 '111 Sqn' (#09331/£19.99) and the F-16A 'NATO 50th Anniversary' (#09332/£14.99).

Back in stock in the UK once again are the Hawker Typhoon Mk Ib 'Early' (#JT183/£17.99), Messerschmitt Bf 109G-6 'Nightfighter' (#JT187/£16.00) and the Nakajima Ki-84 Hayate 'Frank' (#JT067/£14.99). Other items due for release in the next few months include the F4U-4 'Navy Reserves' (#09333/¥1800/$23.98), Ki-84-I '47th Flight Regiment' (#09334/¥2000/$23.98), F-14B 'VF-103 Jolly Rogers' (#09335/¥4800/$49.98), Ki-44-II Hei '70th Flight Regiment' (#09336/¥2200), A6M2b 'Oita Flying Group' (#09337/¥2400) and the F-16C Block 50 (#V10/¥2200/$23.98).

Items due for release in Japan in April included the F-4J 'VF-84 Jolly Rogers' (#09338/¥3000), F/A-18D 'VMFA(AW)-224 Bengals' (#09339/¥5800) and F-15C (#09340/¥4000).

1/32nd

Now available in the UK are the P-51D 'Glamorous Glennis' (#08115/£19.99) and the Messerschmitt Bf 109E 'Major E. Wick' (#08116/£19.99).

Future releases in this scale will include the F-5E 'Patrouille Suisse' (#8117/¥3400/$39.98), Spitfire Mk Vb 'I.R.Gleed' (#8118/¥3200/$29.98), F6F-3/5 Hellcat 'Pacific Ace' (#8119/¥3200/$39.98) and the Fw 190D-9 'Fall of the Reich 1945 (#8120/¥5200).

Due for release in Japan during April was the Ki-43-II Oscar (#08122/¥3200) and the Spitfire HF Mk VI (#SP19/¥2800)

Czech Master

1/72nd

Now available in the UK is the Vought TBY-1/TBY-2 Seawolf (#1107), which comes with a choice of decals and is £21.95.

Esci

1/72nd

Now being injected in China, and owned by AMT/Ertl in the USA, this range has had a number of reissues of late. The most recent are the WWI kits in this scale including the Fokker D.VII (#9015), Nieuport Ni.17C (#9017), Spad XIII (#9018) and the Sopwith Camel (#9020), all of which are £4.99 each. Also available is the Kamov Ka-50 'Hokum' (#9073) which is also £4.99.

Aeroclub

1/72nd

A batch of new accessories have been produced by Aeroclub of late and these include Grumman Tracker undercarriage (#V173/£2.80), early Harrier outrigger wheels (#V179/£1.80), F-102 Delta Dagger undercarriage (#V180/£2.80), FJ-4 Fury undercarriage (#V183/£2.31), OV-10 Bronco undercarriage and seats (#V187/£3.20) and N.A OV-10 Bronco seats on their own (#EJ039/£1.80).

Fine Molds

1/48th

A couple of this manufacturers kits have recently been updated with some of the metal parts now being produced in plastic. These changes are coupled with a 50% drop in price. The two kits so far involved are the Yokosuka D4Y1 Model 11/12 Suisei (#FB-01) and the Nakajima Ki-43 Oscar, both of which are now just ¥2800.

1/48th

The new accessory in this scale is a set of white metal undercarriage legs for the Vought F-8 Crusader (#V174/£4.25).

Mach 2

1/72nd

New kits due later in the year from this French manufacturer include the Fairchild C-123 Provider (#2472), Alouette II (#2572), X-24A/B (#2672) and the L.C.V.P (#2772).

DHC Resin Products

1/72nd

This is a new manufacturer from the USA, who produce both aircraft and airfield related resin accessories. In this scale they offer a Me 262A-1a/U1 Photo-reconnaissance conversion for the Hasegawa Me 262 kit, Bf 109 V-tail conversion for the Italeri Bf 109G-10, a Curtiss cockpit for the Academy P-47D, cockpit interior for the Italeri Ju 87B and He 111, Spitfire PR Mk V and IX conversions; P-40M/N cockpit, P-400/P-39 cockpit and flaps and B-25 cockpit and nose area.

As yet, this range is not available in the UK, so all who are interested should contact them directly at:

4825 Annhurst Road, Columbus, Ohio 43228, USA.

Rutman

1/32nd

This American accessory manufacturer has just produced two complete resin kits in this scale. The first kit is of the Messerschmitt Bf 109K, which offers 71 resin, 3 metal, photo-etched and vac-formed plastic parts and it is $79.95. The second kit is the Bf 109G-10, which is also $79.95. Each kit includes decals.

This manufacturer has also produced a mass of new resin detail sets in 1/32nd scale as well as German bombs, so if you want a list contact them directly at: Hc88 Box 38, Pocono Lake, Pa 18347, USA. Tel: (570) 646 8988.

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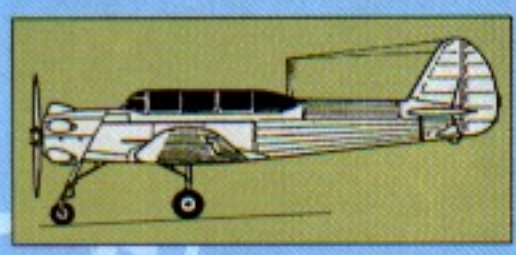
News Update

A-Model

1/72nd

New kits due for release by this firm during this year will include the PZL-104 Wilga (#7232), Kamov Ka-15 (#7242), Kamov Ka-26 (#7240), MiG-AT (#7239), Yak-18U (#7247), Mil Mi-1M (#7234), MiG-9L (#7243), Shebchenko & Nikitin IS-1 (#7246), Yak-130 (#7233) and Yak-4 (#7235).



Verlinden

1/48th

A new resin and etched brass detail set for the Tamiya F-84G Thunderjet has just been released by this manufacturer. This set (1536) is listed at $24.95 in the USA.

Sword

1/72nd

New kits due from Sword this year will be the Beechcraft T-34C Turbo Mentor (#7207), Curtiss SB2C-4 Helldiver (#7208), Focke Wulf Fw 190A-1 (#7209), Beechcraft D-17S Staggerwing (#7210) and Grumman G-21 Goose (#72011).

1/48th

The first kit in this scale from Sword will be the Northrop N9MA (#4801).

Mando Models

1/72nd

The next resin kit from Mando Models will be the Planet Aircraft Ltd 'Satellite' (#7204). This kit will be around £21.00 and should be available in July or August.

Roden

1/72nd

All of the new products that were due under the Toko label will now be produced under this name. The firm has been set up by ex-Toko staff and the first product from them should be the He 111 series, which will be out in May.

Kiddyland

You may have seen us mention this Chinese manufacturer a few months ago, well what follows is a list of all available kits in their range.

1/144th & 1/100th

In these scales there are kits of the USAF A-7A [set of two] (£6.75), USN F-21A [set of two] (£6.75) in 1/100th and ROC AF F-5A [set of four] (£6.75) and USN F-14 [set of four] (£6.75).

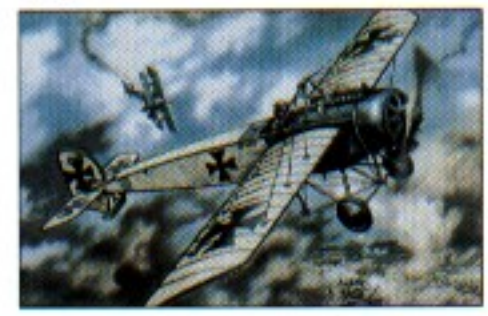
1/96th

An odd scale I know, but in this scale there is a set of two IAI Kfir 2Cs (£6.75).

1/72nd

In this scale there is the ROC AF IDF (£8.45), USAF SR-71 Blackbird (£8.45), USAF SR-71 & GTD-21B (£8.45), ROC AF IDF PR version (£6.75), USAF F-4E/F (£6.75), USMC F-4S (£6.75), USMC F-4J (£6.75), USAF A-10 [mottled camouflage] (£6.75), USAF A-10 [green camouflage] (£6.75), Grumman X-29A (£6.75), ROC AF F-5E [set of two] (£6.75), ROC AF F-86 [set of two] (£6.75) and ROC AF F-104 [set of two] (£6.75).

1/48th



In this scale there are kits of the ROC AF AT-3B attack version (£11.45), ROC AF AT-3A attack version (£10.25), ROC AF AT-3A trainer version (£10.25), ROC AF Mirage 2000 (£8.45), ROC AF F-16 (£8.45), ROC F-5E (£8.45), USAF F-111A (£8.45), USAF EF-111 (£8.45), ROC AF F-5E 'Top Gun' [camouflaged] (£6.75), ROC AF F-5E 'Top Gun' [bare metal] (£6.75), ROC AF F-16 [grey] (£6.75), USAF YF-16 (£6.75), USAF F-16A Plus (£6.75), USAF F-5E (£6.75), USAF RF/F-5E (£6.75), Harrier [RAF/USMC] (£6.75), USN F-4 'Bicentennial' (£6.75), USN F-16 'Top Gun' (£6.75), German AF RF-4C/E (£6.75), Mirage 2000 PR version [French AF] (£6.75) and Mirage 2000C [French AF] (£6.75).

Al of the prices above are including air mail, but are for the bagged kit's contents only. If you want the boxes as well, they will have to go surface and details and prices can be obtained. For more information contact Sebastien Oung, Email: silicono2@yahoo.com, Fax: 8862 2708 4661.

NeOmega

1/72nd

A new resin cockpit update set for the Italeri Kamov Ka-52 kit is due from this manufacturer shortly.

1/48th

In this scale there will be new resin cockpit sets for the Airfix FA.2 Sea Harrier and Academy Su-27UB and MiG-29UB. The K-36DM ejection seat in this scale has been completely updated, with even more detail than the old one (if possible!).

Vacuum Lion

1/72nd

This is the vac-formed kit side of A-Model and they are going to produce kits of the Antonov An-8 (#701) and An-12 (#702) in this scale very shortly.

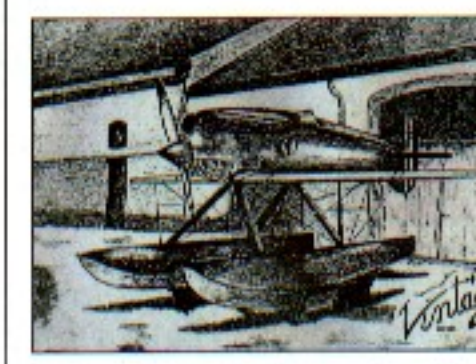
Scott Germain

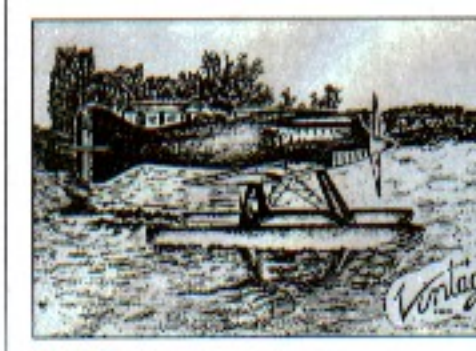
You may recall we listed this American manufacturer's decals a few months back, well we omitted his Email details which are AeroServ@aol.com and the fact that all cheques and MOs should be in $ and made payable to Scott Germain.

Vintage Model

1/72nd

This is a new resin kit range from Italy and they are going to produce kits of the Supermarine S.4, Macchi M.52 and Macchi M.52R as well as a conversion for the Aermacchi MB.339CD. The kits also feature etched brass detail parts and decals.





1/48th

In this scale there will be resin kits of the Savoia Marchetti SM.79, Avia FL.3, Avia FL.3 'ANR' and SAIMAN 202M. These kits will include white metal and etched brass detail parts and vac-formed clear, but only the SM.79 will come with any decals.

For more details on this range readers should contact MisterKit in Italy.

Shenyang FH-7 Leopard

Manufacturer: AA
Scale: 1/48th
Kit No: Z-F0009
Price: £14.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 169 (White), 6 Clear
Decal Options: 1
Obtain in UK via: Hannants

Shenyang F-5A

Manufacturer: Trumpeter
Scale: 1/32nd **Kit No.:** 02206
Price: £19.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 93 (Grey), 4 Clear, 3 Rubber
Decal Options: 1
Obtain in UK via: Hannants

Fokker E.IV

Manufacturer: ICM
Scale: 1/72nd
Kit No.: 72121
Price: £5.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 49 (Green), 1 Clear
Decal Options: 1
Obtain in UK via: Amerang Ltd

Dassault Mirage IIIC/B

Manufacturer: Heller
Scale: 1/48th **Kit No.:** 80411
Price: £TBA
Panel Lines: Recessed √ **Status:** Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 72 (Light Blue), Clear 8
Decal Options: 2
UK Distributor: Humbrol Ltd

Polikarpov U-2/Po-2

Manufacturer: Gavia
Scale: 1/48th
Kit No.: 002/0399
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 74 (Grey), Etched Brass 62, Acetate 6
Decal Options: 3
Obtain in UK via: Hannants

Fairey Battle Target Tug

Manufacturer: Clasic Airframes
Scale: 1/48th **Kit No.:** 430
Price: £29.95
Panel Lines: Recessed √ **Status:** New Tooling √
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 58, Resin 28, Clear 6
Decal Options: 3
Obtain in UK via: Hannants

Fokker E.IV

Manufacturer: ICM
Scale: 1/72nd
Kit No.: 72111
Price: £5.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 48 (Green), 2 Clear
Decal Options: 1
Obtain in UK via: Amerang Ltd

Henschel Hs 123A-1

Manufacturer: Airfix
Scale: 1/72nd **Kit No.:** 02051
Price: £3.99
Panel Lines: Recessed √ **Status:** Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 38 Grey, Clear 1
Decal Options: 2
UK Distributor: Humbrol Ltd

Pflaz D.IIIa

Manufacturer: Eduard 'Profi Pack'
Scale: 1/48th
Kit No.: 8045
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 43 (Beige), Etched Brass 44, Acetate 3
Also Includes: Die-cut Masks
Decal Options: 2
Obtain in UK via: LSA Models & Hannants

Roland C.II

Manufacturer: Eduard
Scale: 1/48th **Kit No.:** 8040
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 82 (Beige), Clear 7
Also Includes: Die-cut Masks
Decal Options: 2
Obtain in UK via: LSA Models & Hannants

Sopwith Snipe

Manufacturer: Blue Max
Scale: 1/48th
Kit No.: BM113
Price: £21.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic & Pewter
Parts: Plastic 25, Metal 22
Decal Options: 2
Obtain in UK via: Blue Max/Pegasus

North American P-51B Mustang

Manufacturer: Monogram 'Classics'
Scale: 1/48th **Kit No.:** 85-0136
Price: £9.95
Panel Lines: Raised √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 45 (Green), 5 Clear
Decal Options: 2
UK Distributor: Revell®, Binney & Smith (Europe) Ltd

Tupolev TB-3

Manufacturer: ICM
Scale: 1/72nd **Kit No.:** 72091
Price: £19.99
Panel Lines: Recessed √ **Status:** New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 271 (Green), 27 Clear
Decal Options: 7
Obtain in UK via: Amerang Ltd

Mitsubishi Ki-46II Type 100 (Dinah)

Manufacturer: Hasegawa
Scale: 1/72nd **Kit No.:** CP5
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 58 (Grey), Clear 3
Also Includes: 4 Poly Caps
Decal Options: 3
UK Importer: Amerang Ltd.

BAC Jet Provost T.5(A)/Strikemaster

Manufacturer: Aeroclub
Scale: 1/48th
Kit No.: K442
Price: £24.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 25 (Grey), Clear 1, Metal 57, Vac-formed 1
Decal Options: 3
Obtain in UK via: Aeroclub

Grumman F3F-2

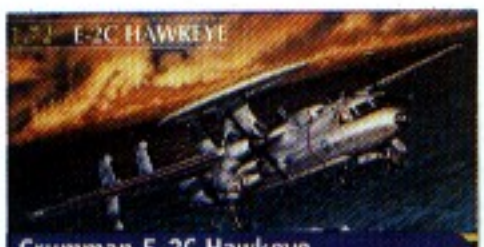
Manufacturer: Accurate Miniatures
Scale: 1/48th **Kit No:** 3414
Price: £19.99
Panel Lines: Recessed √ **Status:** New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 58 (Light Grey), Clear 4, Etched Brass 17
Decal Options: Any of the 81 F3F-2s built
UK Importer: Amerang Ltd.

Fairey Swordfish Mk I Floatplane

Manufacturer: Tamiya
Scale: 1/48th
Kit No.: 61071
Price: £46.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 226 (Grey), 6 Clear
Decal Options: 2
UK Importer: Richard Kohnstam Ltd

Fairchild C-123B/HC-123B

Manufacturer: Magna Models
Scale: 1/72nd **Kit No.:** 6772
Price: £69.75
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 25, Metal 26, Vac-form Clear 2
Decal Options: 4
Obtain in UK via: Magna Models



Grumman E-2C Hawkeye

Manufacturer: Heller
Scale: 1/72nd
Kit No.: 80349
Origin: Fujimi (Japan)
Price: £TBA
Panel Lines: Recessed & Raised √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 72 (Grey), Clear 6
Decal Options:
UK Distributor: Humbrol Ltd

Hawker Typhoon Mk Ib

Manufacturer: Monogram 'Classics'
Scale: 1/48th
Kit No.: 85-6841
Price: £9.95
Panel Lines: Raised √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 35 (Green), 6 Clear
Decal Options: 2
UK Distributor: Revell®, Binney & Smith (Europe) Ltd

Douglas TBD-1 Devastator

Manufacturer: Monogram 'Classics'
Scale: 1/48th
Kit No.: 85-7575
Price: £TBA
Panel Lines: Raised √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 60 (Grey), 10 Clear
Decal Options: 4
UK Distributor: Revell®, Binney & Smith (Europe) Ltd

Rockwell B-1B Lancer

Manufacturer: Revell®
Scale: 1/48th
Kit No.: 04560
Price: £39.99
Panel Lines: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 252 (Grey), Clear 9
Decal Options: 2
UK Distributor: Revell®, Binney & Smith (Europe) Ltd

Extra 300 'Halcones'

Manufacturer: Classic Plane
Scale: 1/72nd
Kit No.: CPI 012
Price: £8.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 26, Clear 1, Vac-form Clear 1
Decal Options: 1
Obtain in UK via: Hannants

Grumman F8F-1/2

Manufacturer: Sword
Scale: 1/72nd
Kit No.: SW 72006
Price: £7.50
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic and Resin
Parts: Plastic 29, Clear 2, Resin 10
Decal Options: 3
Obtain in UK via: Hannants

Douglas C-47 Skytrain

Manufacturer: Monogram 'Classics'
Scale: 1/48th
Kit No.: 85-5607
Price: £16.95
Panel Lines: Raised √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 96 (Green), 6 Clear
Decal Options: 2
UK Distributor: Revell®, Binney & Smith (Europe) Ltd

F-16CJ (Block 50) Fighting Falcon

Manufacturer: Hasegawa
Scale: 1/48th
Kit No.: V10
Price: £TBA
Panel Lines: Recessed √
Status: Revised Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 126 (Grey), Clear 5
Decal Options: 2 (20th & 35th FW)
UK Importer: Amerang Ltd.

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Boeing 737-400

Technical Data

Scale: 1/144th
Price: £8.99
Panel Lines: Recessed √
Status: New Tooling√
Type: Injection Moulded Plastic
Parts: Plastic 42, Clear 1
Decal Options: 1
Manufacturer: Minicraft Models
UK Distributor: Toyway

The Kit

Following on from their 737-300, Minicraft have released the 'stretched' 400 version. The kit is essentially the same as the 300 but with a longer fuselage, the wings, engines and undercarriage being the same.

Instructions

Printed on A4 with two pages/four sides comprising a short descriptive text with technical data, two pages covering the six stages of construction and finally the painting and decal placement guide. The construction pages are exactly the same as for the 300 and the wing fairing numbers are still incorrect so again they have to be switched round; 31 and 33 should read 32 and 34 and vice-versa.

Construction

Parts fit together well but there were slight sink marks over locating pin points on the fuselage; these however did not require filler as they sanded out. The clear cockpit area is a good idea again (I think Minicraft got this idea from Heller!). The locating pin which was missing on the 300 is fortunately not on the 400 nose undercarriage leg! Again though the main wheel wells need to be boxed in if required.

Accuracy

Well it still looks like the Boeing and scales out just about spot on, but once again, the doors don't look the right size and they certainly look mis-placed slightly on the drawings; a minor problem I know but if after-market decals are used as I did for the 300, it is noticeable. The only way round is to fill the door lines and sand smooth with wet and dry.

The pylon fairings are wrong in shape but can be easily corrected; they are a little on the thick side and a little careful sanding will correct this.

Colour Options

Only one option available for US Airways. Now the kit tells you that the colour scheme is Insignia Blue over Aluminium. However, checking the latest airline colour scheme references, in fact the blue should be over Light Grey. I used XtraColor Insignia Blue (X122) and Light Grey (X139).

Decals

The decals for US Airways N731AV are nice and thin, but the fuselage stripes, windows and insignia and titling are all one piece and one has to be very careful when handling the decal so as not to break it. I personally think the decal would have been better split into two, but that is personal preference only. The decals lay down well with Micro Sol and Set, the white in the fuselage stripe being nice and dense but the red being very poor; too weak, as it virtually disappears on the dark blue, the same applies for the tail tip decal.

Again as with the 300, a cockpit window decal should have been printed. I find it easier to paint the whole model because nothing can be seen inside, and a good cockpit decal finishes the model off nicely. I had to pinch one from the ATP range!

Decal Rating = 7/10.

Conclusions and Recommendations

Again good value for money and with all the new civil decals coming onto the market I will have to get a few more along with the 300. I would like to see the after-market companies come up with an etched brass set for the undercarriage doors and various antenna as this would finish the model off superbly.

Well done Minicraft, yet again, and I look forward to future releases. Could we have an L-1011 Tristar and a DC-8 in both short and stretched versions please!

Chris Thompson

Sacks AS 6

Technical Data

Scale: 1/48th
Price: £12.50
Kit No.: SH 48005
Panel Lines: Recessed √
Status: New Tooling √
Plastic Colour: Grey
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 14, Resin 11, Clear 1
Decal Options: 1
Manufacturer: Special Hobby
Obtain in UK via: Hannants

The Kit

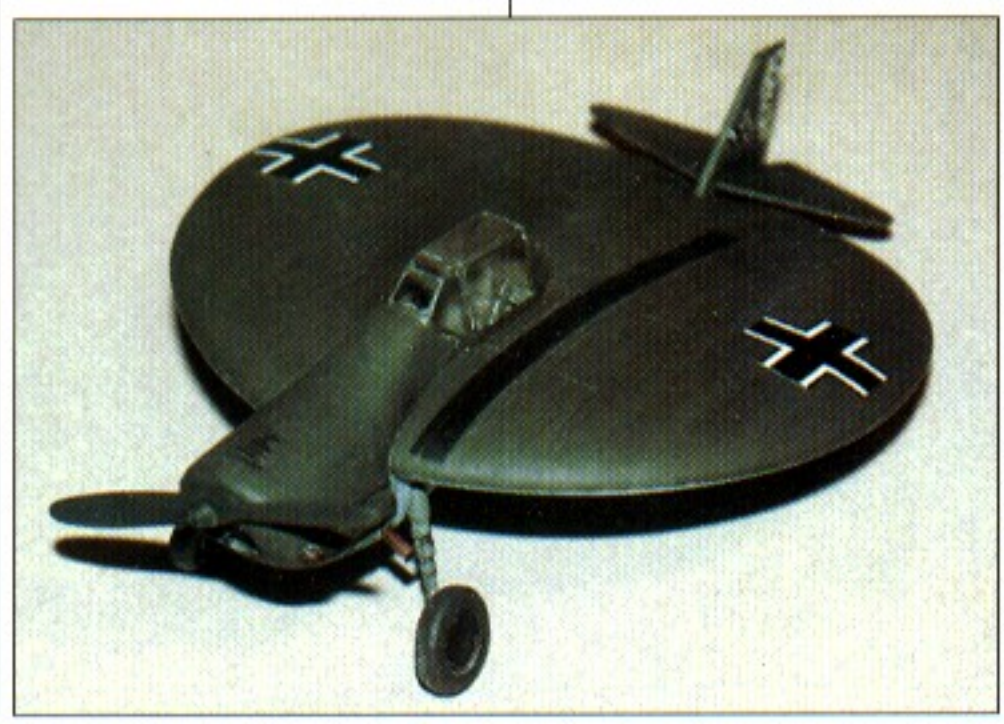
'Life's like a box of chockluts.....you never know wot yore gonna git.' as the saying goes in a popular film of the nineties. And so it is with receiving kits to review such as this one by Special Hobby of the 'Flying Beer Tray.' Consisting of just one frame of injection mouldings and a small pack of resin parts for the cockpit and engine. A vac-form canopy completes the contents with a decal sheet in its own envelope all contained in the end-opening style of box. The detailing on the plastic parts is of the recessed panel line style so familiar these days but the box illustration shows the machine as having a fabric covering therefore the mouldings are not quite right in this respect. Being a limited run kit there is a small amount of flash on the smaller parts.

Instructions

Just a single folded sheet with the type's history, a parts layout, construction sequence and main colouring guide make up the instructions, which include detail painting quoting Humbrol reference numbers throughout with pretty clear assembly diagrams. For example, the correct positioning of the undercarriage with dimensions for exact locations is shown among the drawings.

Construction

With so few parts I assumed that it wouldn't take long to put together and that it would be painted and finished before you could say 'Messerschmitt'! I first joined together the two halves of the 'tray' and while the glue was curing, I set about painting the resin cockpit parts RLM 02 Grau and highlighting all that lovely detail. This done, the engine pod, with the resin insert, and the cockpit were assembled. When it came to uniting the cockpit tub to the pod I came up against a bit of resistance, so some trimming of this was necessary. On trying to fit this unit to the wing/disk unit it just would not comply. So I trimmed the opening, gradually enlarging it until it would. Guess what? No go. So, I then disassembled the sidewalls and trimmed these parts down together with the floor and tried again! Still no luck! After several sessions of trimming and re-assembling, dry fitting etc., it went together. Then I found that I cut too much away from the opening and that the gaps needed closing up by adding some plastic card and a smear of filler to render the joins! I needed a rest from all this aggro and turned to something else before I dismissed the whole thing. On returning to the model the remaining parts were prepared and fitted to their appropriate locations and then decorated in RLM65 for the lower surfaces and RLM71 on the uppers. I used my old tins of Gloy Authentics for these colours and a coat of gloss to aid the decal process. This was followed with a coat of AeroMaster matt acrylic to seal in the decals. The last part to be added is the transparency which, when trimmed to fit, did so well with a small gap at the front. Caution is needed



here as you only get one stab at it and it is very thin, so be warned.

Accuracy

I have absolutely no knowledge or information on the type so I went by the dimensions given on the instruction sheet to check i's accuracy. The span or diameter was 5m and in 1/48th this works out at just under 4ins. The model measures at 4ins, so is a tad over. The length is 6.4m of the full size and the model is 5.3ins. and is slightly over here too but I may have fitted the fin in the wrong place. All in all not too bad. Having not heard or ever seen a picture of the AS.6 I can't comment on the overall look of it but it is a strange contraption if ever there was one. But it did at least fly unlike the other 'what ifs'.

Colour Options

Only one scheme of the one and only and I have already mentioned the colours earlier so not much to say here.

Decals

These are printed by Propagteam and are of excellent quality. The only register problem lies with the clever two-part swastika which has the white outline out of line! Used with Microscale decal solvent the carrier film simply disappeared and bedded down over the surface detail really well leaving no silvering once covered with a matt coat. These are an improvement on earlier decals by this company and give you a better chance to locate them without the risk of ruining them.

Decal Rating = 8/10.

Conclusion & Recommendation

Although I had problems with the building of this kit it is a limited run product so is to be expected. Maybe it was me, or the kit but if you like this kind of subject then consider it. It does makes an unusual subject and probably a talking point at your local club. I, for one, am not quite sure about it though.

My thanks to Special Hobby for the review sample.

Paul Janicki

Curtiss P-40N Warhawk

Technical Data

Manufacturer: Eduard 'Profi Pack'
Scale: 1/48th
Status: Repackaging with new Detail Parts & Decals
Origin: Mauve (Japan)
Panel Lines: Engraved √
Fabric Effect: Raised √
Price: £17.95
Type: Injection Moulded Plastic, Etched Brass & Resin
Parts: Plastic 57, Etched 42, Resin 9, Clear 11
Decal Options: 5
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models (Incorporating Four Plus UK) & Hannants

The Kit

This is the Eduard upgrade of the Mauve kit of a few years ago. When this kit was released it was the first state-of-the-art P-40. It was also expensive in the UK and produced in the most garish bright lime plastic I have ever seen in a kit. Now for the same price we have the same fine moulding in dark green plastic with extras supplied from three of the best after-market manufacturers, Aries, Aeromaster and Eduard themselves.

Construction

Construction starts with the resin cockpit floor, sidewalls and seats. These are fitted with numerous levers and switches. Some light sanding of the resin parts is needed to ensure a good fit and careful painting with Interior Green and shades of black followed by a wash of thinned black acrylic brought out all that lovely detail. A choice of three instrument panels with Eduard's typical backing film for each is supplied. These are keyed to the final finishes with tiny variation in the layout of the instruments. Once the cockpit is finished you can move to the resin oil coolers under the nose to which you add four brass screens. Once that is completed you can join the fuselage halves which fitted extremely well. This was one of the most detailed interiors I have ever constructed and it looks brilliant.

Before you join the wings there are six pieces supplied to box in the wheel wells. The wing-to-fuselage join is tight with no filling needed at all. The undercarriage is added next and the replacement resin tyres are fitted. These are realistically weighted with nice tread detail. The hardest part of the model is the radiator flaps made up of five individual brass pieces folded to the contours of the under fuselage. This I could not get to work (I am sure it was my inexperience in folding etched brass parts) and ended up with badly creased brass. All was not lost as the plastic radiator flaps are still supplied on the sprue so I used them instead. A choice of either a fuel tank or a resin bomb with etched brass fins which need careful folding is supplied to fit under the fuselage. The propeller is supplied with separate blades which fit into the two piece spinner. The kit has a three-piece canopy and seven clear navigation lights. These pieces are very small and were added after final painting, but even then I lost two to the carpet, so the lights on the undersides of the wing were added from Kristal Kleer and then stained with Red and Green Humbrol clear colours. I also added the twelve individual exhaust stubs painted in a mix of gunmetal and Brick Red (Humbrol 70) after the completion of painting and markings.

Accuracy

According to Squadron-Signal Publications 'P-40 in Action' the 'N' variant was 33ft 5in long and had a span of 37ft 3in. The kit agreed exactly to these measurements and looks every inch a P-40. (I personally did not realise how big a plane this was until it was sitting next to an Accurate Miniatures Mustang!)

Colour Options

The P-40 was closely associated with the Sharksmouth that suited it so well and we had to have one as an option. Number 38 operating in China in 1944, was Olive Drab over Neutral Grey with a Dark Green anti-glare panel and a wavy Dark Green front to the wings and tailplane. There is another American option with a large skull on the front fuselage and the name 'Joanne'. This is again in Olive Drab over Neutral Grey but with a red spinner and dice markings to go on the wheel covers. (Note that this is illustrated on the box art with the drop tank on the wrong way round).

Finally we have two schemes for the Kittyhawk; an overall silver example with type 'C' roundels coded PN of the Royal Canadian Air Force based at Boundary Bay, British Columbia in 1945 and my choice, an Olive Drab and Neutral Grey aircraft of No.18 Squadron Royal New Zealand Air Force. This has a white tail and spinner with white stripes on wing, tail and fuselage and the name 'Gloria' and 2 1/2 kill markings on the fuselage side.

Decals

All the stripes are supplied on the sheet and all the markings went on well with Micro Set and Sol solutions. My only disappointment was that the white stripe showed through the white bars of the roundels. This is my only criticism as the sheet was well printed and in perfect register.

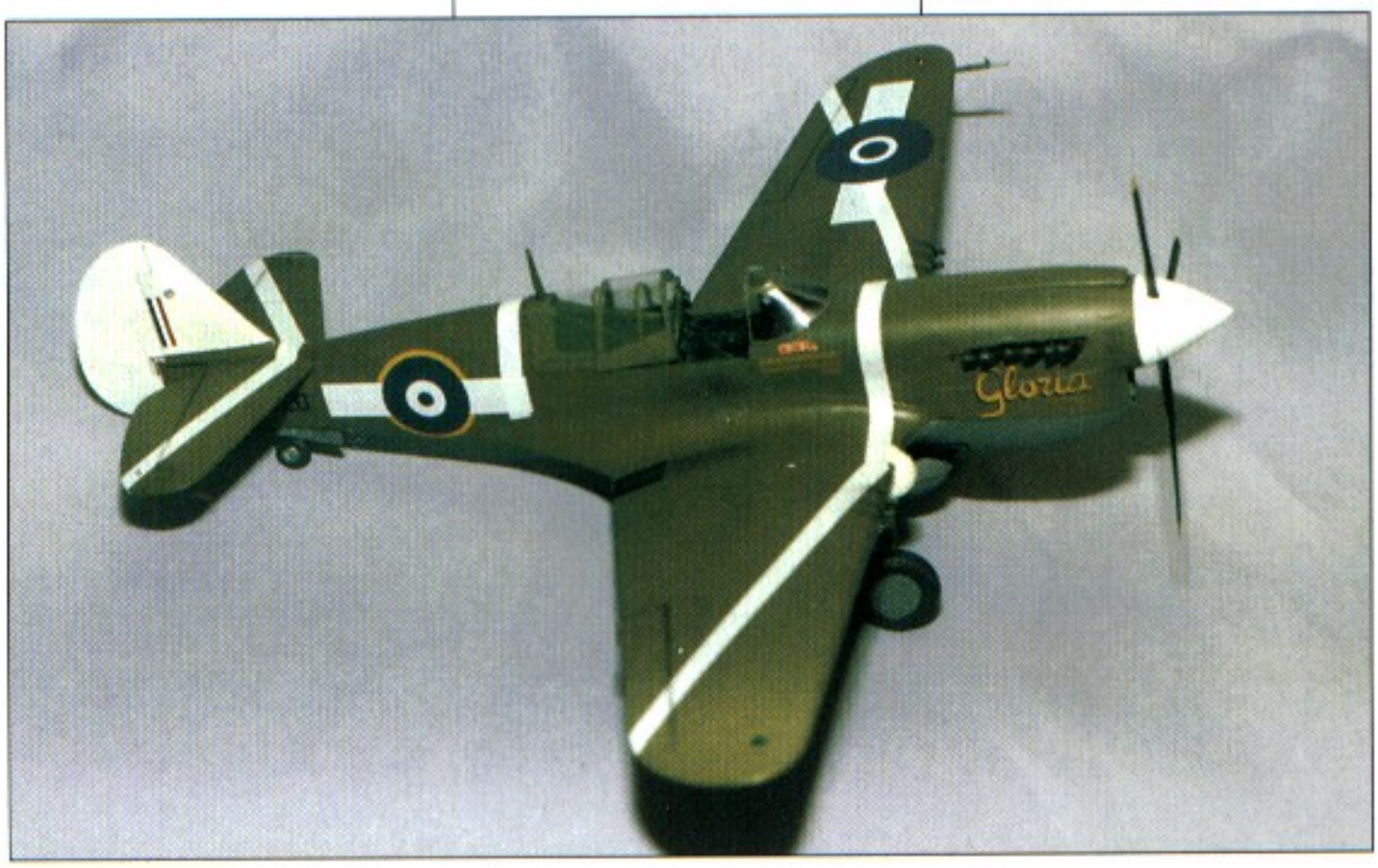
Decal Rating = 8/10.

Conclusion and Recommendation

An already excellent kit improved by the addition of the resin and brass. If you add up how much this would have cost if bought separately plus an after-market decal sheet, it makes it one of the best buys of the year. An excellent introduction to multi-material modelling-now go buy two or three. Highly recommended.

My thanks to Eduard M.A. for the review kit.

David Francis



North American FJ-1 Fury

Technical Data

Scale: 1/72nd
Price: £TBA
Kit No.: SI1
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic & Etched Brass
Parts: Plastic 40 (White), Etched 15, Clear 3
Decal Options: 2
Manufacturer: Siga Model Co. Inc.
Obtain in UK via: Andy Pack Models & Hannants

The Kit

The kit arrives in a rather flimsy box, but complete with some nice artwork showing an FJ-1 climbing away from USS Boxer. Opening up, the 40 parts are moulded in a crisp white plastic with nicely recessed panel lines. The canopy is, commendably, wrapped separately. Also included, and again separately wrapped, are an etched fret with fifteen parts and a decal sheet with two subjects, of which more later. For what is a limited run kit, the quality of the moulding is pretty good, although as might be expected the sprue gates are rather hefty and flash is present on some of the smaller parts; particularly badly affected are the undercarriage components. The aircraft itself is an appealingly tubby early post-war naval fighter, of which only thirty were built. First impressions are that the kit will make a good representation.

Instructions

A compact sheet, complete with a photograph of the real thing, gives a brief history of the type and a seven-stage pictorial plan for assembly. On the flip side is a detailed painting guide and instructions for decal placement. There is also a separate sheet that outlines assembly of the etched parts, although there is no mention of this in the main construction guide and at what stage these are added is pretty much left up to the modeller. A detailed painting guide for the smaller parts is included at the appropriate points in construction, which refers to paints by name only.

Construction

Construction begins in the usual fashion with the interior; the cockpit tub, joystick, seat and back are constructed first from the plastic parts before adding the fifteen or so etched parts to represent the levers, harness and sidewalls. When painted in a mixture of light grey and various shades of black, and then weathered, a very realistic and accurate interior results. Next stage is the nose gear assembly and intake, which were painted chromate green and steel respectively. Together with the cockpit assembly, these were cemented into the port fuselage half. The lack of any positive mating surface is a real problem for all of these items, and I eventually resorted to using strips of lead weight, recommended to stop the aircraft becoming a tail sitter (4g), and super glue to hold everything in place at approximately the right angles. The fuselage halves were now joined with care, as there is only one locating peg for the whole length. Once dry, the joint lines were barely visible and removed quickly with a light sanding. The two-part wing assembly was then added together with the two single-piece tailplanes. In both cases, the lack of a more positive join is another nuisance, as both wing and tail are at different angles to the horizontal (3° and 10° respectively) and had to be carefully held with tape whilst drying. The undercarriage was assembled next. Here the rather chunky injection moulded undercarriage legs were rather at odds with the finely etched oleos, and required considerable thinning down and cleaning up to produce something vaguely presentable. The main wheel wells were painted chromate green and the undercarriage legs a mixture of this colour and silver. The wells themselves were not anywhere near deep enough, and perfectionists may prefer to remove the kit well and detail the interior of the upper wing. However, I took the easy way out and left these as they are, as they don't look too bad after suitable painting. Again, the location points for all three legs are far from positive, and getting everything to sit at the right angle and yet still have a strong enough joint to support the lead weight was rather fiddly. The undercarriage doors are reasonable, but inevitably over-scale - I chose to paint the inner surfaces of the main gear doors glossy sea blue, whilst the nose wheel doors were painted chromate green, after reading a review of the Czech Model 1/48th scale kit of the same aircraft.

Three-piece wing tanks are supplied, but I chose not to use these as I think they make the aircraft look even more unwieldy with them fitted. With the kit sitting happily on its undercarriage, other details were added and intakes/exhaust painted before the finishing touch of the cockpit canopy was added. I have deliberately left this to last as I cannot understand why a manufacturer would go to the trouble of producing an excellent replica cockpit and then choose to supply a canopy so thick that it could bend light. Surely a vacform canopy would be the answer? In fairness, the kit item is the correct shape and fits OK but there is really no possibility of separating the canopy hood from the windscreen convincingly, and this negates all the effort in the cockpit area. Overall, not a particularly user friendly kit.

Accuracy

The kit dimensions are 146mm length and 162mm span, and scale up very close to the real thing's measurements of 10.51 and 11.64m respectively. More importantly, the wings and fuselage fit almost perfectly over 1/72nd scale plans; the only discrepancy I could mention would be that the dorsal spine from the tail fin is perhaps a little too short. Overall, practically spot on. The kit certainly captures the look of the real thing very well. Dimensions and plans were from the Naval Fighters series, Number 7 - North American FJ-1 Fury, which is an excellent source of information on this type.

Colour Options

Any colour you like, as long as it's US Sea Blue, for both of the aircraft that can be depicted with the decals provided. Painting is simplicity itself. I used AeroMaster US Sea Blue flat, masked off the matt anti-glare panel, and sprayed the entire model with gloss varnish. The later decal option also has a gaudy orange fuselage band, which contrasts rather starkly with the blue scheme.

Decals

The decals look well printed, with a gloss surface, and are certainly both accurate and comprehensive, although since the majority are white they are rather difficult to see when on the backing paper. I must confess to looking forward to putting them on to provide some contrast to all that blue. However, despite the use of Johnsons Klear as a setting solution and extreme care when handling, the decals almost entirely fragmented or split and had to be carefully re-assembled on the gloss surface. I lost some of the smaller stencilling altogether and had to replace some items from the spares box, such as the red stripe which runs the length of both wings. Silvering also reared its ugly head on most of the smaller items. Particularly noticeable is that I managed to muck up the five angle of attack stripes on the lower half of the nose, which are all on the same piece of backing film, and will replace them at some point in the future. One set of markings depicts the aircraft shown on the box art, from VF-51, which flew from USS Boxer in 1948, whilst the other provides sufficient decals for an aircraft based at the naval air reserve Olathe in Kansas, 1953.

Decal Rating = 3/10.

Conclusion and Recommendation

Siga Models are a new name to me, and judging by the serial number of the kit, this is their first release. The box side shows forthcoming releases to be a selection of lesser-known post-war USN aircraft that will please many. However, although the general accuracy of the kit is laudable, the poor fit, appalling canopy and dodgy decals may not inspire further purchases to the neutral modeller, or indeed those new to the hobby. Since injection moulded kits of this aircraft are few and far between, it can be recommended for the USN fan who is looking for that something a bit different. I look forward with some interest to Siga's next few releases.

My thanks to Siga Model Co. for the review sample.

Dr Richard Johnson

North American F-86F-30 Sabre

Technical Data

Scale: 1/48th
Price: £13.99
Panel Lines: Recessed √
Status: New Tooling√
Type: Injection Moulded Plastic
Parts: Plastic 147, Clear 7
Decal Options: 2
Options: Open gun bays, standing or seated pilot, complete engine to be fitted to airframe, or exposed with aft fuselage on separate stand.
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway

The Kit

First impressions are of a large number of beautifully detailed grey plastic mouldings. There are a number of optional parts, two types of drop tanks, sidewinder rails and a complete engine. There are two nicely moulded pilots, one seated and one free standing; these were so good I was almost tempted to use one for the first time in years.

The Instructions

These are provided in Academy's usual style with painting of individual parts and sub-assemblies shown as construction progresses. There is a separate A4 sheet for the final finish and markings.

Construction

The cockpit has nicely engraved details and benefits from dry brushing to highlight the details on the instrument panel and side walls. The complete cockpit is then cemented to the two-piece air duct which also includes the nose wheel bay. Before construction can proceed further you must decide on the final look of the model. Included in the kit is a complete J47 engine made up from 13 pieces and to display this you have to split the fuselage halves in two along a moulded cut line. This was the course I took and after painting the engine in various metal shades it was superglued to the back of the air intake. This whole assembly was glued into one fuselage half. Two bulkheads are supplied to finish off the split fuselage; these were painted Zinc Chromate Yellow, and all the remaining fuselage parts were now joined. These fitted exceedingly well but don't forget the nose weight especially if you are not removing the tail section. The wings and tailplanes are fitted next and needed no filler at all.

Before fitting the nose ring you should fit optional parts C31 and C30; these FOD guards are a feature of most parked aircraft but are difficult to fit later in construction. (The air intake also provides a good place for nose weights if you did not put in enough earlier, which are then hidden by the FOD guards). The undercarriage is nicely detailed and both this and the open gun bays received a wash of black acrylic ink to show up all the lovely detail. At this point two panels are fitted to the fuselage and these were the only poor fit in the kit, needing some Tippex to disguise the join lines. The inside of the main canopy has a detailed base to which is added a DF beacon and other details. (All right, I don't know what they are!) The transparencies are very clear and include a separate rear view mirror.

There is a choice of two styles of drop tank or 500lb bombs but some research is necessary to find out which is appropriate to the kit markings. The last part to be made is the 7-part maintenance stand which needs careful construction to make sure it stays square and all four wheels touch the ground. This will hold the rear fuselage if you have separated it, or is useful in a diorama.

Accuracy

No dimensions are provided with the kit and despite being such a famous aircraft my reference library failed me. I obtained some plans from an old Aviation News and the kit scaled well to these and looks every inch a Sabre.

Colour Options

Two options are provided from the Korean war, both natural metal with yellow ID bands. The first has a red, blue and yellow tail flash with a Squadron badge on the port side coded FU 350. The second option features on the box art, 'Mike's Bird' from the 39th FIS with gorgeous nose art and a black checked tail. This I would suspect would be most people's choice. A full set of stencils is also provided.

Now I had a problem. As I had separated the fuselage I would have a very hard job to get the yellow band decal on as this runs across the join line, so I decided to seek an alternative. Cutting Edge have three sheets for the Sabre and number 48023 features an aircraft in natural metal with a black tail and yellow flash from No. 338 Squadron, Norwegian Air Force. This aircraft had a Martin Baker seat fitted so an Airwaves MB4A was installed in place of the kit's seat. The aircraft was sprayed all over in Halford's Aluminium car paint and once dried panels were masked off and treated with Silver Rub & Buff. The gun port was painted in Humbrol Metaliser Aluminium. All the panel lines were then washed in Citadel Miniatures black ink and finally the whole model was oversprayed with Citadel matt varnish.

Decals

The kit's decals are nicely printed, especially the nose art. I only used the stencilling which responded well to Micro Sol and Set. A trial application of the stars and bars and yellow stripes to an old model showed good colour density and they conformed well to complex curves.

Decal Rating = 8/10.

Conclusion

Another excellent kit from Academy; I cannot recommend it highly enough! State of the art detail at almost half the price of a certain Japanese company's F-86. I still have four more schemes to use on the Cutting Edge sheet plus 'Mike's Bird' from the kit's sheet. (Honestly, darling it would only need one more shelf in the living room!) My thanks to Gary and Cliff for the loan of an instruction sheet after the accidental damage to my own.

My thanks to Toyway for the review sample.

David Francis

Hawker Tempest Mk V

Technical Data

Manufacturer: Academy
Scale: 1/72nd
Status: New Tooling √
Panel Lines: Engraved √
Fabric Effect: Raised √
Price: £4.99
Type: Injection Moulded Grey & Clear Plastic
Parts: Plastic 52, Clear 4
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd.

The Kit

Another welcome subject from this company. Contained in their familiar box the kit is in the usual grey plastic and on three frames. All the parts are cleanly moulded and the main ones have well defined, recessed panel lines. The clear canopy and landing lights are just that, beautifully clear. There is adequate cockpit detailing in the form of raised instruments and fuselage structure. Though I'm sure someone will come out with resin replacements for this area, I was happy with what was provided, as not a lot can be seen through the tiny cockpit opening. The undercarriage bays are well detailed and the main gear doors are done well as are the main legs. Alternative parts include optional wing tanks known for this aircraft and a pair of bombs and their carriers.

I can't help feeling a touch of déja vu with this kit as a lot of it has a strong resemblance to the Heller kit except for the extra level of surface detailing which is an improvement.

Instructions

All of the Academy instruction sheets follow a standard format so I won't describe it in full but the assembly sequence is clear throughout with appropriate painting guides, at each stage. No specific paint manufacturer is mentioned or specifications except for the main schemes where BS and FS references are quoted.

Construction

Following the instructions the cockpit is the first place to begin putting the kit together. I painted the interior sides first with Humbrol Grey/Green followed by the floor and seat assembly. The 'dashboard' is in Matt Black with the instrument faces touched in with a tiny drop of gloss varnish and when all was dry, Light Grey was dry brushed to highlight the detail and complete this area. Once assembled within the fuselage it looked quite realistic. Wings, tail and the undercart are the next parts to be glued in place, quickly followed by the propeller, canopy and the stores options. All the parts fit with no problem and as is becoming familiar with Academy kits there is very little or no filler needed anywhere. The build time on this kit can be, and was in this case, very quick. All the better to be getting on with the painting and decalling stages.

Accuracy

Before assembly I cut the parts from the sprues in order to check outline shape against the drawings that I have. In doing so I found that the overall shape of the fuselage, wings and tail surfaces match up quite well. The places where there is a bit of a discrepancy lie with the forward top area of the fin which needs taking back a little to reduce the forward slant. A look at photos in comparison will show what I mean; also the lower forward area of the main wheel doors are a bit too square and need rounding off. Again photos will reveal the true shape. Apart from these points the model is quite accurate and measures up well with known data. What is important though is that the finished model certainly captures the feel and look of the real thing.

Colour Options

The two options given with this kit are fairly familiar subjects both of which have been covered in other kits of the type; the first by Frog and later Heller and the second in the Airfix 'Aces' issue of the Heller kit. Option one deals with NV724 of No. 3 Squadron as flown by the French ace Pierre Clostermann coded JF•E. In fact this aircraft is one used by him post-war and not one he flew in action. A photo of his wartime machine (NV994) can be found in the recent Osprey title dealing with Typhoon and Tempest aces. The other choice is SN228, flown by Wg Cdr E. D. Mackie leading No. 122 Wing with the personal code of EDM and the wing badge on the fin.

Both are finished in Dark Green, Ocean Grey and Medium Sea Grey with yellow wing leading edges. JF•E has a red spinner while

EDM has it in Sky. FS and BS paint references are quoted for these colours. I used Xtracolor for the underside, AeroMaster acrylic for the Ocean Grey and Humbrol 30 for the Dark Green. I coated the model with AeroMaster gloss in preparation for the decals, followed by a final coat of semi-gloss acrylic to represent the post-war finish. Having already dealt with EDM on another kit, Pierre Clostermanns' aircraft was my choice as I'm particularly inspired by the Osprey titles and Aces' aircraft.

Decals

Academy include nice decals in their kits and they always work well with Micro-Sol and Set, so no problem here. But now and again they are spoilt by accuracy in content or colours. These decals are well thought out, as they include the known variations of roundel styles applied to Tempests (and other aircraft) of this period. Type C and C1 upper wing roundels of 54in

and 36in, C and C1 36in styles for the underwing and the normal C1 for the fuselage. For the wings the instructions clearly show the options possibly applied to each of the two

schemes leaving the modeller to do further research to see which is the more appropriate. Now for the faults. The roundels are printed with separate centres which are red and really a bit too bright. On both sets of codes there are white shadows which necessitated replacement on my model by using some old Almark letters of the right style and colour, and finally the yellow of the roundels was also a bit out of register, but not too bad.

Decal Rating = 8/10.

Conclusion & Recommendation

I found this kit really quick and enjoyable to build with the end result quite pleasing. Apart from the rather minor errors of the model and the decals (which may be only in a few cases) this kit can be highly recommended to everyone. I have said this before about these kits, but they are really good, I always enjoy building them and I will probably do another Tempest soon. Go on, get one, they're worth it!

Paul Janicki

Loire-Nieuport LN.411

Technical Data

- **Manufacturer**: Azur
- **Scale**: 1/72nd
- **Price**: £TBA
- **Kit No.**: 007
- **Panel Lines**: Recessed √
- **Status**: New Tooling √
- **Type**: Limted-Run Injection Moulded Plastic, Etched Brass & Vac-Formed Clear Plastic
- **Parts**: 45 Plastic (Grey), 9 Etched, 1 Clear
- **Decal Options**: 2
- **Manufacturer**: Azure Models.
- **Distributor**: MPM s.r.o.
- **Obtain in UK via**: Hannants

The Kit

Azur's 411 comes in an attractive box, with a colour depiction on the front. The contents comprise fort- five engraved, light grey plastic parts on two sprues, nine etched brass pieces on one fret, one acetate instrument panel backing and a beautifully clear vac-formed canopy. A decal sheet by Cartograph promises a colourful finish and two A4 sheets of instructions complete the package.

The 411 was the Armee de l'Air version of the Aeronavale's 401 (which was designed for anti-submarine dive-bombing). The Armee's order of 411s was transferred to the Aeronavale and they were then used in land based ground attack missions. The inclusion of the arrestor hook will permit the building of the 401, although this is marked for non-use in the instructions.

Instructions

Nine exploded diagrams give a fairly clear guide to assembly and detail painting, though it is a little vague with the undercarriage. Two half pages show the two finishing options included and are indispensable, given the complex camouflage patterns used. The decal positions are clearly indicated and the colours required shown by name only (I used the appropriate AeroMaster colours from the WW2 French range).

The instructions give a brief description of the aircraft's history and a parts diagram, but they did not remain consistent in their depiction of the tailwheel arrangement and the existence of wing-mounted machine guns. Sadly, the references available to me, whilst appearing to resolve the tailwheel issue, are not at an angle to reveal the machine guns. The instructions indicate light grey for internal use although the internal grey supplied by AeroMaster is very dark. Given the small level of inconsistency in the instructions I chose to use Dark Interior Blue Grey.

Construction

Beginning with the interior of the fuselage, a dry fit will indicate that some doubt about its accuracy is justified. If the rear bulkhead and seat are fitted as indicated, the rudder pedals are well beyond reach of a 1/72nd scale pilot and these are best removed and replaced. Attention now turned to the sidewalls, which are barren except for the radio. Once completed the instrument panel is fitted leaving the fuselage halves to be joined before tackling the wing interiors.

The wings will require some work in order to fit the interior radiators and the wheel wells, which will probably need to be remade in plasticard. This work is likely to be easier than thinning the wing interiors. After mating the wings to the fuselage some filler will be needed, but not excessive amounts. Otherwise assembly is problem free up to the painting stage.

Before painting can commence a few details need to be considered, such as drilling out the exhausts and re-scribing. In order to reflect the appearance of the exhausts in my references a hole was drilled in to each pipe at a forty-five degree angle. As for the re-scribing, there is some difference between the rudder definition on the kit and the depiction on the box top. After some consideration the kit part was left as it was.

After painting, the undercarriage and various pitots, antennae etc. can be added. The undercarriage instructions are rather vague at this point, a front aspect drawing showing the undercarriage leg's angle in relation to the wheel well would have been handy. As it is I assumed that the legs are vertical when viewed from head on. The whole assembly is sturdy as befits a carrier aircraft design. The last item to be added was the canopy, which responded well to careful cutting and merged nicely with the fuselage with the application of PVA glue. The canopy framing was taken from clear decal sheet that was painted when the aircraft was painted and then applied in thin strips.

Accuracy

Apart from the issues mentioned above, the kit appears accurate against photos in Dive-Bombers in Action (Smith P. Blandford Press. 1988). Sadly no dimensions are given in the kit and thus far I have been unable to find any appropriate references.

I have one small doubt that may be entirely without basis and that concerns the profile of the nose underside. Given that my sources show sadly crumpled 411s suffering from flak, the only other reference is the instruction sheet's profiles which appear to show a steeper curve upwards from around the firewall to the spinner than is apparent on the kit. Given the aforementioned doubts on the instruction sheet I leave readers to make their own judgement.

Colour Options

There are two options, both of camouflaged aircraft with Aeronavale markings. Whilst the colours are the same, one scheme is more intricate. I tried to apply the finish (as in the accompanying photo) with an airbrush but found neither I nor the airbrush were up to it!

As previously mentioned AeroMaster acrylics were used, namely French Interior Dark Blue/Grey, Khaki, Marron and Light Grey (for the underside).

Decals

These appear in perfect register, the colours crisp and opaque. There is perhaps 1mm of carrier film, which will need to be trimmed off the rudder decals. The decals detach from the backing very quickly and settle with very little silvering on a coat of Klear polish. Although they were tested with setting solution there was no visible response. These markings really finish the 411 off nicely, even the white portions are fully opaque, my only criticism being that they are a little on the thick side and therefore need some encouragement to adopt to the engraved detail.

Decals Rating = 8/10.

Conclusion

This is an unusual and welcome subject, which with a small amount of effort can lead to a nice model. The work necessary on the wing interior makes this kit unsuitable for the complete novice, otherwise I would recommend this kit to any enthusiast of the subject. Whilst the etched brass is a nice touch, the lack of sidewall detail is disappointing as the canopy is very clear and the bare space is obvious. Despite the minor criticisms this was a very pleasant project, representing a high standard for limited production kits. Recommended.

My thanks to Azur (via MPM) for the review sample.

Deon Whittaker

Fiat CR.42 'Falco'

Technical Data

Scale: 1/72nd
Price: £15.00
Kit No.: PMK 72-02
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 27, Resin 26, Etched 17, Clear 2, Acetate 4
Decal Options: 2
Manufacturer: MisterKit
Obtain in UK via: Aeroclub

The Kit

The high quality box carries a dramatic illustration of a Luftwaffe night ground attack CR.42 flying in improbable formation with a Regia Aeronautica night fighter. Parts are supplied for both these versions of the CR.42. As a bonus the undercarriage may be built without spats, fully spatted or part spatted, as a ground attack machine with bombs or a searchlight equipped nightfighter. Inside the eager constructor finds the resin, etched parts, decals and vac-formed transparencies packed in separate 'poly' bags with the limited run injection parts and instructions.

The soft plastic limited run parts required cleaning up before use, but were of good quality as are the etched brass pieces. However, the quality of the resin parts supplied with the review sample, which comprise the engine, optional cowlings, optional landing gear and several ancillaries varied significantly. One of the cowlings was excellent, the other slightly distorted but usable. Many of the push rods on the front of the Piaggio engine were missing and one of the full spatted undercarriage legs was deformed, but subsequently found to be reclaimable with effort.

Instructions

Nine black and white pages of A5 size offer the traditional potted type history in Italian and English, an exclusively Italian Bibliography, parts identification diagram, eight exploded construction diagrams, ten GA (General Arrangement) drawings, two pages of painting and decal notes and a final page of MisterKit products.

Construction

It pays to study the instructions carefully. Construction starts with the cockpit area with etched brass and a few resin parts enhancing limited run plastic main assemblies. The first GA drawing suggests that the instrument panel location to the fuselage provides the datum for cockpit placement. It isn't clear till the third exploded view that the cockpit assembly should be fixed to the lower wing centre section with a distance piece made from scrap bridging the gap otherwise left between the cockpit floor and the bottom of the instrument panel.

Construction is relatively straight forward given the need to spend time cleaning up the parts and scratch building a small number of minor parts, until one comes to the Warren struts and the upper wing attachment. Here I opted to use the kit struts from the limited run plastic sprue.

There are no strut locating pins, sockets or locating guides on the upper wing lower surface or lower wing upper surface. Instead the constructional diagrams give the distances from the wing tips for the chord line along which the struts are located, but they don't give the distances from the leading or trailing edges, so that the location centres can be positively identified. The drawings supplied are not to scale and it is essential, therefore, that the modeller has access to good scale plans to work this out. (My reference plans were in Argus Books 'Aircraft Archive fighters of World War Two', volume two... and I believe that the wing strut centres should be located 2mm and 11.5mm from the leading edge of the lower wing and 2.5mm and 12.25mm from the leading edge of the upper wing on the chord lines indicated).

After identifying the strut centres on the underside of the upper wing the outer struts were glued in place using a plastic card gauge to achieve the correct angle. Careful filing of the strut feet was required to achieve a snug fit to the wing surface. Once the two pairs of outer struts had set hard for 24hrs the assembly was offered up to the completed fuselage and lower wing minus undercarriage so that the V's formed by the strut feet could be filed to fit the lower wing upper surface. Once satisfied with the fit and alignment this too was glued into place and allowed to set rock hard. The outer cabane struts were added next and the inner pair last. The rear legs of the inner cabane struts were too short and 0.01 plastic card used to extend them.

Thus completed I was dissatisfied with the struttery and given the task of building again I would have discarded the kit struts in favour of brass replacements and cut locating sockets into the wings and fuselage. This would have taken a lot longer and given me the added job of making the prominent cuffs at the ends of each strut, but the end result would probably have been much more satisfactory.

The next problems concerned the undercarriage. The unspatted undercarriage forks proved to be moulded in very brittle plastic which I easily destroyed trying to clean up. I then tried to refine the bloated leg of the fully spatted set, which I also snapped in two. Once repaired the two legs were fitted to the lower wing when it was apparent that the moulded angle between the leg and the spat is too small requiring a bow legged stance, unless the wheels are to lean outwards alarmingly. I hope, dear reader, that you can't see this in the review photo, because of the cunningly chosen camera angle! Again in retrospect it would have been relatively easy to scratch build another set of undercarriage forks, but it seemed simpler at the time to go for the Regia Aeronautica night fighter.

The last pain was caused by the vac-formed windscreen. Two are provided, but both are too short by 1/16th inch to fit the aperture in the fuselage. Patience exhausted, one was fitted anyway.

Thankfully finishing and painting held no more untoward experiences.

Colour Options

Decals and instructions provide for a stunning all-black Falco of 377a Squadrigallia based at Palermo-Boccadifalco in the Summer of 1942, which I chose to model, or a very tasty Luftwaffe night ground attack machine of 2.NSGr 9 based at Tourin-Castelle in May 1944. After market supplies provide for endless other options at modest additional costs.

Accuracy

Dimensionally the model conforms very accurately to the published span of 31 feet 9.75 inches and 27 feet 2.75 inches length. It also looks right in every aspect except the undercarriage where the leg/spat angle is too great and the windscreen, which is too small. In fairness both these faults can be corrected relatively easily.

Decals

Glossy well printed and trouble free the decals could not be faulted. They adhered well and as a bonus were tolerant of Micro Sol.

Decal Rating = 9/10.

Conclusion and Recommendation

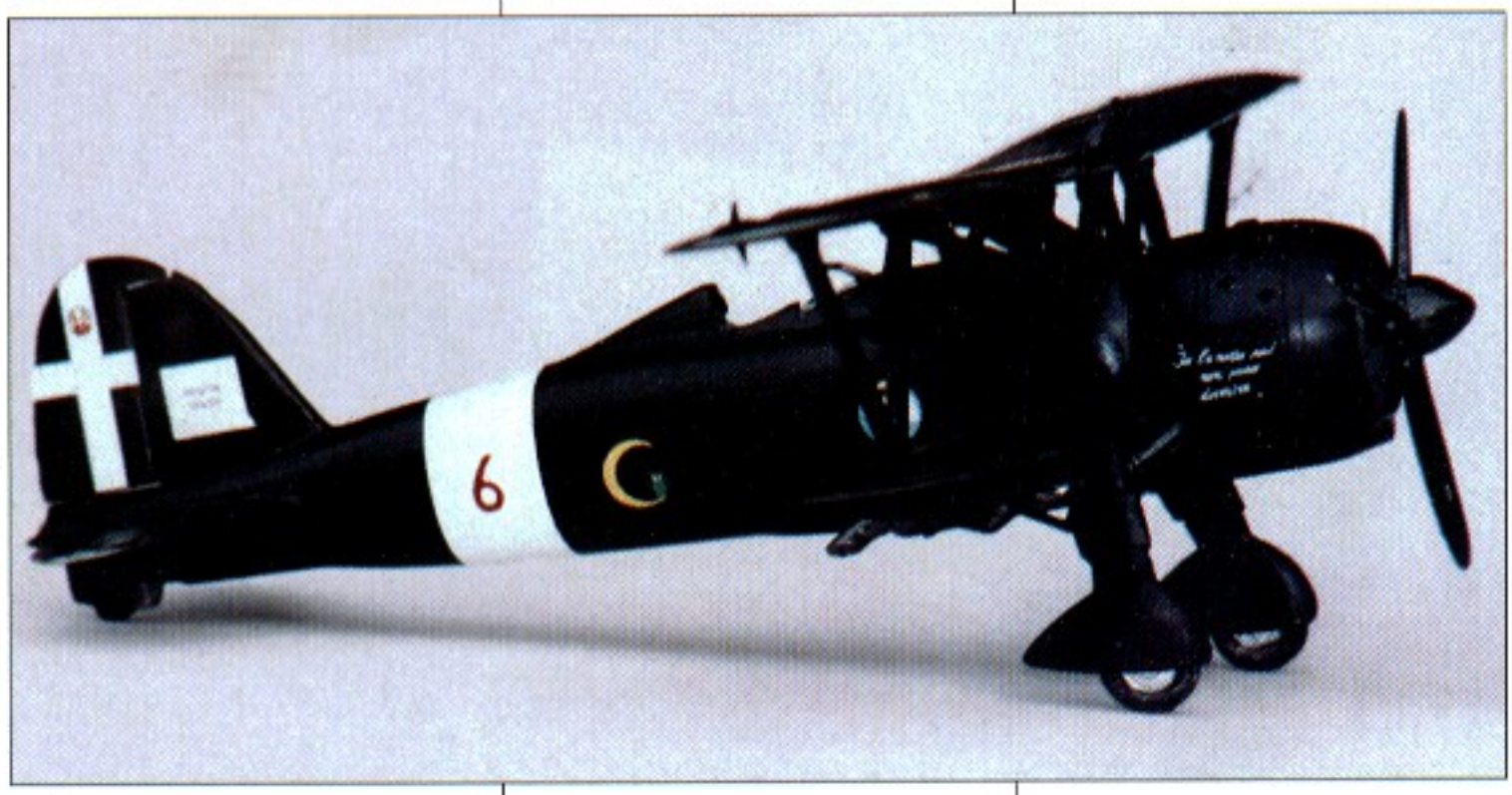
My appetite for this kit was whetted after completing the excellent resin Museum CR.32 from the same stable. Whilst the end result was satisfactory the pleasure was dulled by problems with the resin (which may be confined to the review sample) and the wing/strut provision.

Perhaps it is expecting too much. MisterKit's CR.42 is basically sound, but a better, user friendly strut system, or at the least scale drawings with all the information necessary to achieve a sound results should have taken priority over parts for additional variants. There seems no reason why strut mounting sockets could not have been moulded into the wings and fuselage, but perhaps true aficionados will accept these problems as a reasonable price to pay for two cowling, three undercarriage and three exhaust options.

So on the plus side, this is an accurate and generally competent kit giving two exotic versions of an under represented type. It will rightly attract considerable interest amongst specialists and those in search of the unusual, who are prepared to pay a premium and go a little more than the extra mile to create a stunning Falco.

Many thanks to Misterkit for the review sample.

Simon Snape



F-16A 'Tiger Meet'

Technical Data

Scale: 1/48th
Price: £14.95
Origin: Italeri (Italy)
Panel Lines: Recessed √
Fabric Effect: Raised √
Status: Reissue√
Type: Injection Moulded Plastic
Parts: Plastic 141, Clear 3
Decal Options: 1
Manufacturer: Revell®
European Distributor: Revell® Binney & Smith (Europe) Ltd

The Kit

The kit comes in the familiar Revell box with a striking picture of the stunning Belgian Air Force F-16A sporting full tiger markings which first appeared at the annual NATO Tiger Meet held at Lechfeld, Germany in June 1998. The aircraft retained its colour scheme for most of the summer, thrilling air show audiences throughout Europe and the United Kingdom. Unfortunately, all of the components are packaged in one bag, which leads to the risk of scratches on the canopy parts. An eleven-page instruction sheet and a large sheet with a single set of decals for the tiger-striped No. 31 Squadron, Belgian Air Force aircraft complete the package. As with all Revell kits, the colour guide in the instruction booklet is extremely vague and limits reference to those colours found in their own range.

Construction

In preparing the kit for construction, it soon becomes apparent that there are a large number of surplus parts, in the main connected with the various weapons configurations. A total of 49 parts were consigned to the spares box including the underwing drop tanks, ALQ pods, AIM-120 AMRAAM missiles, wing stores pylons and part No.29 which does not feature as a 'surplus to requirements' item on the accompanying sprue map on page four of the instruction booklet. Assembly begins with the five-part ACES II ejection seat which, when completed and painted, is one of the most effective seats I have ever seen in a production kit. The addition of some etched brass seat belts and buckles would produce an extremely accurate rendition of the original without recourse to an aftermarket resin or white metal example. The instrument panel and side consoles feature raised detail; rather unusually, there are no decals for these items although some effective painting and dry brushing produces an acceptable result. The main undercarriage bay follows; no less than seven items go together to produce a highly effective bay, which does not suffer from the rather shallow appearance that blights other F-16 kits. The fuselage and mainplanes, split horizontally, are moulded as one which eliminates some of the joins. One minor gripe I had with the main fuselage halves and the fin is the presence of commendably thin horns on the trailing edges of the control surfaces. These can be damaged or broken off very easily during construction. Several minor parts are added to the fuselage halves before the cockpit tub and main undercarriage bay are sandwiched between the two main sections. Modellers should check the fit of part 18, a cockpit blanking plate, in stage eight; the locating points for this item are rather vague. Care should also be taken with the fuselage top decking (part No.20). I had no trouble with the location and fit of this item but other modellers have expressed concern over the fit of this particular item. Stages 12 and 13 presented me with the most difficulties. It will come as no surprise to most to learn that the air intake had some fit problems. The five parts that make up the air intake go together reasonably well although you will need to use a judicious amount of filler around the joint on Part Nos. 31-33 and during mating with the main fuselage underside. Care should also be taken with the location of part Nos. 36. The instruction sheet is not very precise in identifying their exact location on the fuselage sides so modellers will need to check their references.

The next ten sections of the instruction booklet deal with the undercarriage which can be assembled in either the retracted or deployed position. There is a considerable amount of fine detail in this area. The undercarriage doors in particular, have some excellent detail on the internal surfaces and the plethora of hydraulic jacks and oleos found on the real aircraft are all faithfully reproduced. My only minor complaint was the presence of ejection pin markings on all of the undercarriage legs which, for the purist, can spoil the overall appearance of the landing gear. The remaining sections of the instruction booklet cover the minor airframe details, nose cone, cockpit canopy and weapons fit. As one of the principal airshow participants for 1998, the weapons fit on this special No. 31 Sqn F-16A was always kept to the minimum. The instructions correctly point out the requirement for the centreline fuel tank and a pair of wingtip mounted AIM-9 missiles. Once again, the gremlins have managed to get into the instruction booklet. In section 30, the rear fins of the AIM-9 missiles are incorrectly numbered 78; Part Nos. 73 are the correct items.

Accuracy

If your benchmark for accuracy is 'Does it look right?' Then this kit can be judged to be extremely good. It certainly looks the part and the inclusion of all the various external lumps and bumps that cover the Belgian Air Force upgrade, which are applicable to this particular aircraft, make it a very accurate rendition of the real aircraft. The model measures up well against my available 1/48th scale plans.

Colour Options

As previously mentioned, there is one colour option for FA-71 of No.31 Squadron, Belgian Air Force in the 1998 NATO Tiger Meet colour scheme. Thanks to the comprehensive decal sheet, the scheme could not be simpler to apply. I used AeroMaster RLM 22 Black and Johnsons Klear to produce the overall gloss black finish on which to apply the decals. The only exception to this was the nose radome which retains its standard light grey colouring with the special glass fibre coating of the radome. Some may find the application of a black finish onto black plastic a little difficult. I must admit that I personally would have preferred to apply the Aeromaster paint, which has excellent opacity, to a light or dark grey plastic.

Decals

First impressions of the decal sheet were Wow! It certainly is eye catching. Danny Coremans of DACO Products is responsible for the design of the decal sheet and in general, he has done an excellent job with the layout. The problem lies in the way in which the actual sheet has been manufactured. The process used has involved the placement of a black layer of colour over the yellow of the 'tiger stripes' which has resulted in a tendency for the lighter colour to 'bleed' into the black. The black is, therefore, more akin to a very dark chocolate colour and would prove extremely difficult to match with the overall black colour scheme applied to the main airframe. The only solution was to cut each tiger stripe out of the decal sheet and apply it individually to the airframe. This extended the decalling sequence to two full evenings, but the end result was well worth the extra effort. The two large fin markings, which sport the tiger's head, are provided as decals designed to cover the entire fin. Once again, I found it more advantageous to trim most of the top and bottom 'black' decalling away from the tiger's head motifs and to 'blend' in the markings with dashes of black, orange and dark grey paint which was almost dry brushed onto the fin surfaces. On the positive side, the decals are commendably thin and adhere extremely well to a gloss surface. You may find one or two of the longer tiger strip markings are weakened by their separation from the larger decal. If they become damaged and you have to touch up the stripes, as I did, Tamiya acrylic XF-3 (Flat Yellow) is an almost perfect match for the yellow of the decal sheet.

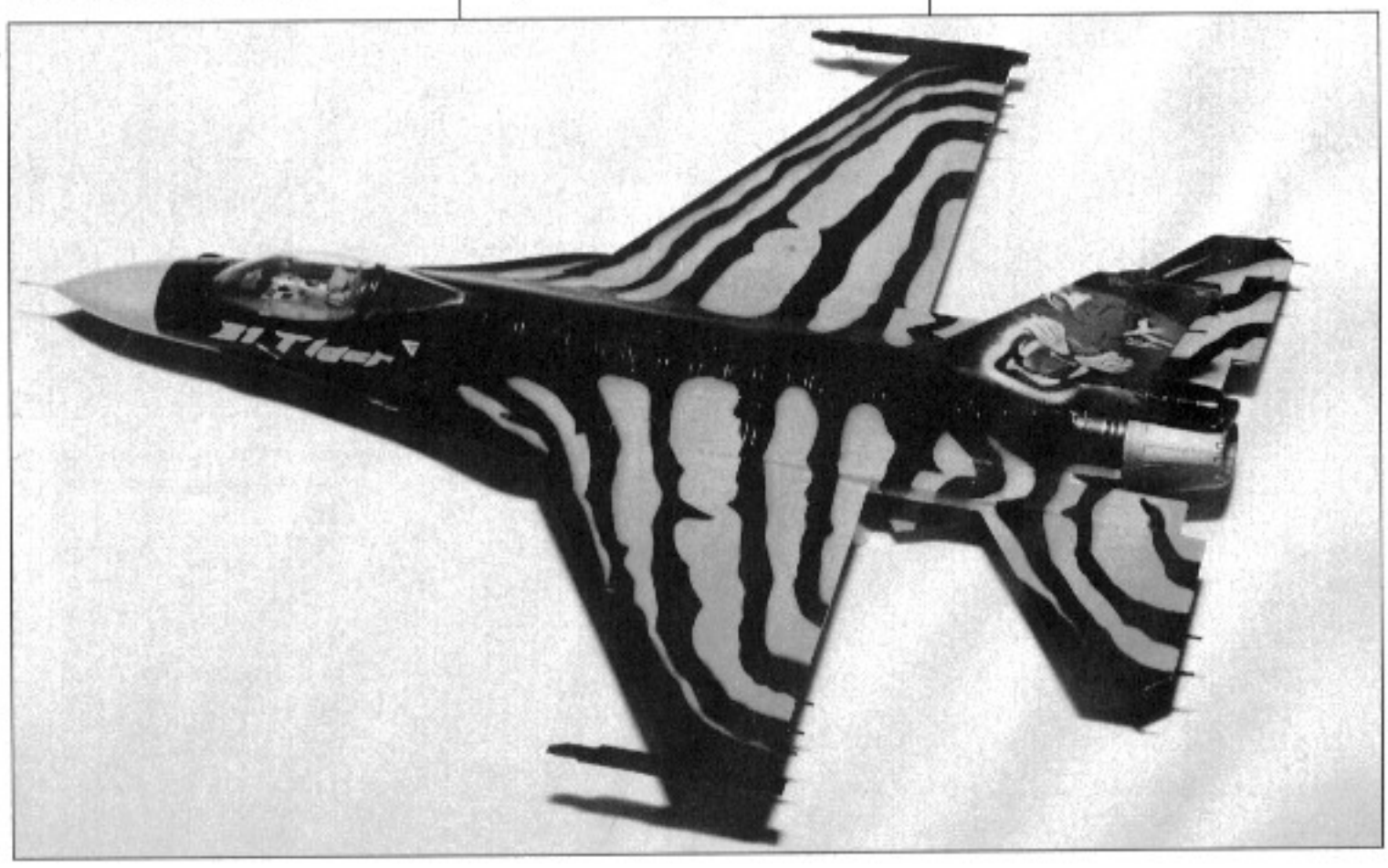
Decal Rating = 7/10.

Conclusion and Recommendation

I enjoyed making this kit, given my personal connections with the NATO Tiger Association and preference for any modern aircraft that has had tiger stripes applied to it!. It is the first Revell/Italeri kit I have made for some time and whilst the fit of some of the parts may not match those of other kits, overall it presents few challenges, even to the most inexperienced modeller. The decal sheet provided the biggest headache and could put many off using it. As always, with patience and perseverance, a very acceptable replica can be created. At £14.95, the kit represents very good value for money and I therefore have no hesitation in recommending it.

My thanks to Revell*, Binney & Smith (Europe) Ltd for the review sample.

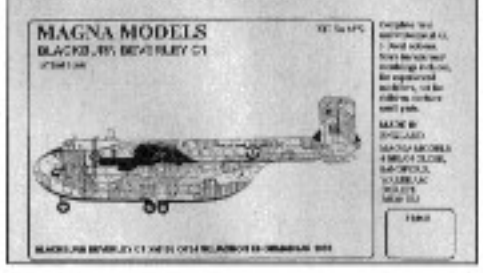
Mark P. Attrill



Blackburn Beverley C1

Technical Data

Manufacturer: Magna Models
Scale: 1/72nd
Price: £ 82.75 +P&P
Kit No.: 6572
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin, White Metal & Vac-formed Clear
Parts: 37 Resin, 14 Metal, Clear 6
Decal Options: 3
Obtain in UK via: Magna Models



The Kit

It's BIG! It's Very Big! A suitably substantial, plain white cardboard box with simple green labels featuring black line drawings and lettering, the box opens to reveal the eight massive resin major components, three bags for the white metal, 'minor' resin parts and two canopy sets respectively, an excellent decal sheet and comprehensive instructions.

An impression of quality quickly supplants the initial impression of size and weight of the massive resin castings for the two mainplanes and fuselage halves. Its all very reminiscent of the best of Airfix in it's heyday, but cast in resin. Regrettably the postal service's gentle ministrations ensured that the propellers had badly distorted blades, however, they subsequently proved remarkably amenable to gentle straightening and subsequent refinement with needle files and emery.

Instructions

Comprehensive front, plan and profile elevations in scale cover both sides of an A3 sheet, three sides of A4 are devoted to eight profiles of colour finishes with relevant upper and lower plans and scrap views. A final A4 sheet gives a potted history construction notes, parts identification diagrams, service history, acknowledgements and references. Unfortunately I was unable to acquire Bill Overton's 'Blackburn Beverley' from Midland Counties, the publishers, who say the work is out of print.

Construction

The kit is an entirely conventional modern multi-media offering and the main challenge relates to its sheer size. Significant quantities of superglue bonding was used throughout save only for the transparencies. Clumsiness can, therefore, lead to being stuck to the model or perhaps the kitchen floor.

It proved better to use the instrument panel once located in one half of the fuselage as the datum for fixing the detailed flight deck, rather than the substantial fixing lugs moulded into the cockpit sides and the cockpit bulkhead and partitions as the main locating guides. Initially, despite repeated test fitting and building up the flight deck partitions to fit the underside of the cockpit roof behind the canopy, I succeeded in fitting it 1/8th inch too high.

An opportunity was taken to box off the tail boom and the fuselage below the flight deck in front of the cargo bay windows with plastic card to prevent the infamous see through look before the fuselage was closed up.

The written instructions refer to a massive 680 grams of lead required in the nose to prevent tail sitting.

So I brought a 500 gram bar of lead solder to complement my store of curtain weights and constructed two heavy tinfoil moulds and cast shaped weights to fit below the flight deck and ahead of the front row of cargo deck windows. They almost filled the space... well "I was only obeying orders!"

With the fuselage halves bonded together with the weights in place, scrutiny of the diagrams to plan the next step revealed that these refer to 'only' 280 grams of nose ballast. Dear reader, my Beverly will never win a competition unless there is a class for the heaviest model entered.

The resin is soft and very easily worked with knife, saw and abrasives. It was, therefore, too easy to be over enthusiastic, sanding the bottom of the fuselage to a flat rather than a 'V' section clearly shown in the drawings supplied. It's a comparatively easy fault to cure with filler, but unless the correct section is achieved it is impossible to achieve the correct sit and ground clearance.

Removal of the duct which runs most of the length of the fuselage to the tail facilitates smooth finishing of the fuselage and is easily replaced by appropriately sized Plastruct strip.

Alignment of the various assemblies was achieved by offering up the parts over a large sheet of graph paper and using a zapper to cure the super glue instantly. The drawback to this method is that the only way to reposition a miss-aligned part is to saw it off and start again. More prudent modellers may prefer to build jigs.

Significant quantities of filler were used to fill the resultant joints and to ensure that the contours of ducts, air intakes and nacelles blend and conform appropriately. Halfords Grey Plastic Primer was used to identify blemishes before painting and facilitate the re-scribing of lost panel lines. Undercarriage assemblies minus wheels and transparencies were added before masking and application of Halfords appliance white and silver sprays to create the finish.

Colour Options

The instructions and decal combinations provide for three full aircraft and substantial markings for five more subjects with both silver/white and camouflaged finishes for Nos 30, 34, 47 and 84 Squadrons, No. 242 OCU, RAE Farnborough and A&AEE Boscombe Down. I chose XL148 of No. 242 OCU, RAF Thorney Island, 1965, which is one of the simpler finishes on the grounds that this speeded up completion of the review and left me with the option of one of the more complex finishes at a later date. Access to references and the after market decals mean that any documented finish used during the service life of the type is achievable.

Accuracy

I believe that the kit as delivered is as accurate as the production medium allows with the finished article capturing the massive proportions of the original in a most realistic fashion. Assembled the wingspan and length were both about 0.003% too small. (Most of the error was probably down to the builder!) Comprehensive references in addition to the substantial line drawings supplied are, however, an essential aid to the modeller in ensuring the correct fit and look of details such as cowlings and scoops and making the most out of the kit.

Decals

These were easy to apply, glossy, sharp, well printed, adhered well, in register and had minimal carrier film. The density of the white is such that when the boom roundels were applied over the cheat line the blue showed through. I successfully destroyed one of the upper wing roundels and applied slightly larger and poorer quality decals from the spares box for the sake of a timely review.

Decal Rating = 9/10.

Conclusion and Recommendation

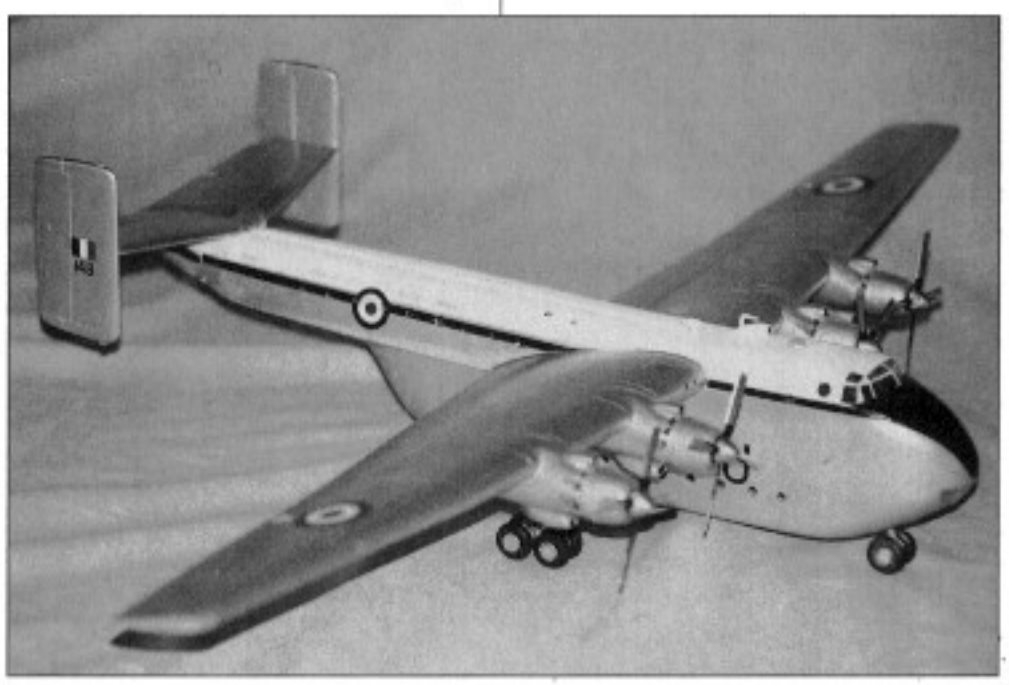
This is an expensive kit and as I have shown, one which demands constant care and attention in its construction.

It may be that the Beverly's production by Magna in resin is a heroic act of faith. It is certain that the same dedication and commitment is required of any modeller who wishes to do this kit justice. I rushed to complete the model for review and failed to achieve its considerable potential. Comprehensive though the plans are, additional photographic reference material is essential to successful construction and completion of this model, which is faithful to the chosen prototype.

I cannot believe that a modeller, appropriately experienced in resin construction, and prepared to give the model the commitment it requires, could fail to achieve a satisfactory outcome.

Many thanks to Magna Models for a colossal (in every sense of the word) effort.

Simon Snape



Revell

Thank You

Scale Aviation Modeller International would like to thank Revell*, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

AeroMaster

Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Books & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.

HUMBROL

Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

LIFECOLOR
ACRYLIC HOBBY COLORS

Thank You

Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their LifeColor range for use by the review team throughout 1999.

Cutting Edge

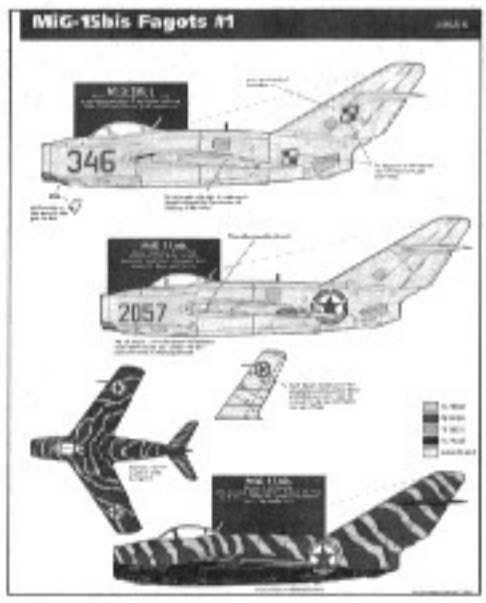
1/32nd Scale

CED32017 Mig-15bis Fagots

•1. MiG-15, Red 346', flown by defecting Polish pilot Franciszek Jareki to Bornhölm airfield, Denmark on the 5th March 1953.
•2. MiG-15bis, Red 2057' flown by Senior Lieutenant Kim Ro Suk of the Korean People's Army Air Force to Kimpo AB on the 21st September 1953.
•3. MiG-15bis. Red 546' flown by Major I.P. Golshevskij, 351st Aviapolk, Russian Air Force, North Korean Air Force, Antung AB, China, 1953.

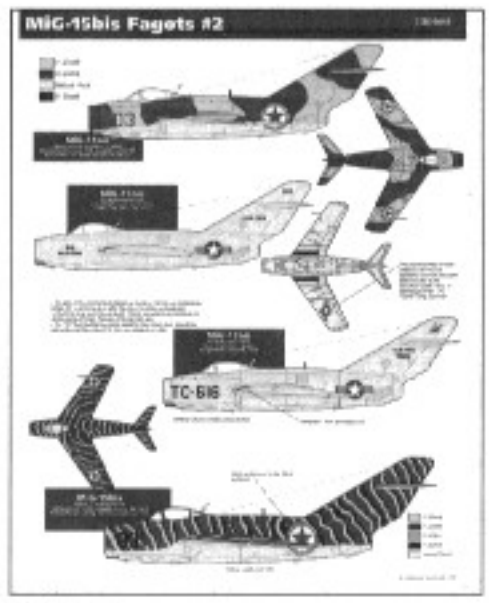
CED32018 MiG-15bis Fagots

•1. MiG-15bis, Red 03', flown by Major Arkady S. Boitsov, 16th Aviapolk, Soviet AF in Korean People's Army Air Force markings.
•2. MiG-15bis. ex-Red 2057 (Kim Ro Suk) in its initial USAAF evaluation markings, Okinawa AB, 1953.



CED32017

•3. MiG-15bis, ex-Red 2057 in its later evaluation markings, Wright-Patterson AFB, 1954.
•4. MiG-15bis, 'Black 931', flown by Capt. K.I. Syomy, 1st Squadron, 535th Aviapolk, Soviet Air Force, in Korean People's Army Air Force markings, 1953.



CED32018

Both of these sheets retail for $11.99 and UK modellers can obtain examples from Hannants.

Our thanks to Cutting Edge (Meteor Productions) for the review samples.

Halo Decals

1/72nd Scale

HD-0720001S RAN Fairey Firefly

•1. Fairey Firefly AS Mk V, VT504, 'NW' at Nowra, NSW.
•2. Fairey Firefly AS Mk V, VX385, 'K' on HMAS Sydney.
•3. Fairey Firefly AS Mk V, VX388, 'Q' on HMAS Vengeance.
Each of these machines is Extra Dark Sea Grey over Sky and option one has a yellow spinner, while the other two have red spinners.

HD-0720002S Fairey Gannet

•1. Fairey Gannet AS Mk 1, XG796, 'M' on HMAS Melbourne
•2. Fairey Gannet AS Mk 1, XD898, 'M' on HMAS Melbourne.
Both of these machines are Extra Dark Sea Grey over Sky.

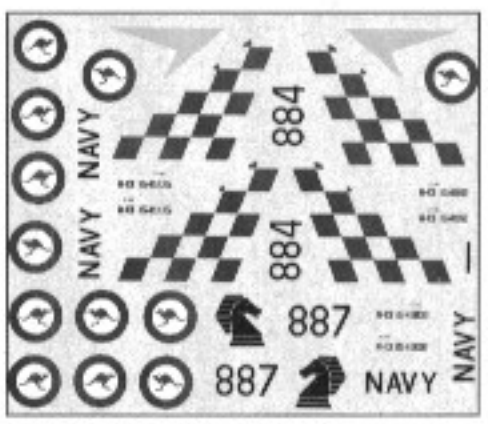
HD-0720003S RAN A-4 Skyhawk

•1. A-4G, S/No. 154905, 'Black 884' of VC 724.
•2. A-4G, S/No. 154908, 'Black 887' of VF 805.
•3. TA-4G, S/No. 154912, 'Black 881' of VC 724.
Each machine is Gloss Gull Grey over Gloss white. Option one offers either a blue tail with Insignia yellow flash or a yellow and blue check. Option two has a white tail with red checks, or it can be finished in a wrap-around camouflage of Aircraft Grey and Light Admiralty Grey over White. The final option has the same two tail configurations as option one.

HD-0720004S AerMacchi MB. 326H 'Roulettes'

This sheet allows you to make any of the six MB. 326Hs flown by the 'Roulettes' display team. Each machine is in a striking Light Orange and Insignia White over Aluminium and Insignia White scheme and the decal sheet has enough

HD-0720001S (RAN Fairey Firefly)



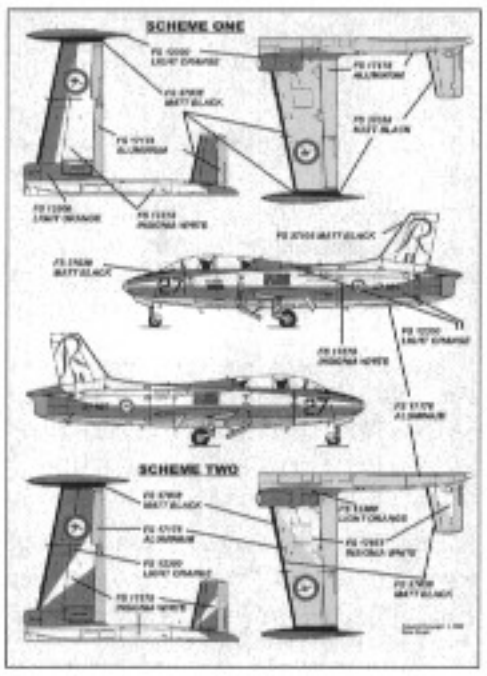
HD-0720003S (RAN A-4 Skyhawk)

insignia and markings for each aircraft to be made.

Conclusion

Each of these sheets is extremely well produced, with perfect register, colour density and a glossy carrier film. The instructions with each are comprehensive and give a complete lists of every one of that specific aircraft type flown by the RAN, along with a colour reference chart for Humbrol, AeroMaster, Tamiya, Xtracolor and Gunze Sangyo paints. The

HD-0720002S (Fairey Gannet)



HD-0720004S AerMacchi MB. 326H 'Roulettes'

final little treat is the inclusion of a special collectors card of the subject aircraft type.

Our thanks to Halo Decals for the review samples. To date we are unaware of any UK importer of this range.

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.

Fighter Decals

1/48th
48-001 F-15E Strike Eagle
This sheet includes markings for machines of the 90th FS, 3rd WG, Elmendorf AFB, Alaska ('Pair-O-Dice') and the 391st FS, 366th WG, Mountain Home AFB ('Bold Tigers'). The sheet also includes full stencilling for each of these machines and the sheet is designed for the new Revell-Monogram kit of the F-15E.
It retails for $8.00 and is stocked by Meteor Productions.
1/32nd
Already available from Fighter Decals is a sheet for Desert Storm F-15Es in this scale (#32-001). This sheet is still available from Meteor Productions.

SP-Decal

This is a new firm to us, although they started production in October 1999. So far they have released sheets for the following subjects:

1/72nd Scale
72001 - MiG-29 & MiG-29UB
72002 - Cessna Bobcat
72003 - Lockheed Electra
72004 - Spad VII/XIII
72005 - Beaufighter Mk II & VI
72006 - Mosquito Mk II, VI, XII & 30
1/48th Scale
48001 MiG-29 & MiG-29UB
48002 - Beaufighter Mk II & VI
48003 - Mosquito Mk II, VI, XII & 30
To date we are not aware of a UK distributor of this range.

AeroMaster

New sheet from AeroMaster this month include five new standard sheets, plus two new book/decal sets, all of which are in 1/48th scale.
48-383 Mitchell Collection Pt. V
48-484 Stinging Hornets Pt.V
48-485 Stinging Hornets Pt. VI
48-489 Midnight Widows Pt. IV
48-492 Last of the Breed - Bf 109K Part I
The two special book/decal combination sets are SP48-13, which is Part 3 of the 405th Fighter Group in Colour, and SP48-14, which is USS Nimitz CVN-68, Carrier Air Wing Eight, 1977/8.

Blue Rider

A new decal sheet, plus a new book/decal set have just been released by this firm.
The new decal sheet is BR-0415 Chilean Air Force 1913-1923 and this offers schemes for six Avro 504Ks, a Bleriot XI-2 and an RAF SE5a. It retails for £3.00.
The book/decal set is entitled Latvian Air Force 1918-1940, which offers a 52 page booklet and decals for a Nieuport 24bis, SVA-10, Sopwith Strutter, Bristol Bulldog, Fairey Seal, SG-38 and a VEF I-16. This retails for £9.50.

Tally Ho!

This month Tally Ho! have released a new sheet in both 1/72nd and 1/48th scales, although they each deal with the same subject matter.
1/72nd Scale
72 009 - Karel M. Kuttlewascher
•1. Hurricane Mk IIc, BE581, JX•E of No. 1 Squadron, RAF. In either early (camouflage) or late (overall black) scheme
•2. Hurricane Mk I, Langley Defence Flight, October 1941.
•3. Hurricane Mk IIa, Z5159, GV•33, No. 134 Squadron, Vajenga, USSR, 1941
1/48th Scale
48 005 - Karel M. Kuttlewascher
•1. Hurricane Mk IIc, BE581, JX•E of No. 1 Squadron, RAF. In either early (camouflage) or late (overall black) scheme
•2. Hurricane Mk IIb, Z5252, 'White 01' flown by Gen Maj A.A. Kuznetsow, Murmansk, October 1941.
•3. Hurricane Mk IIa, Z5159, GV•33, No. 134 Squadron, Vajenga, USSR, 1941.

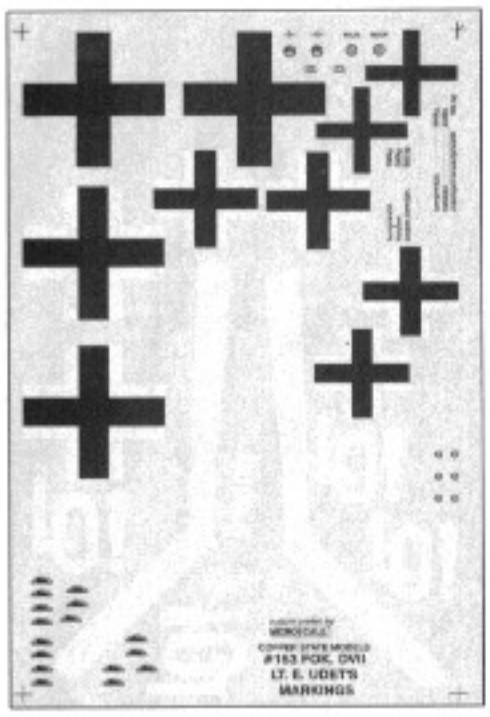
Copper State Models

1/28th Scale

CSM#153 Fokker D.VII

This sheet offers markings for Lt E. Udet's machine and is designed to fit the Revell® kit, or an example that has been corrected by the modeller. Both early and late styles of data panel and lift arrows are included, along with a wide selection of propeller manufacturer logos.

CSM#154 Fokker D.VII

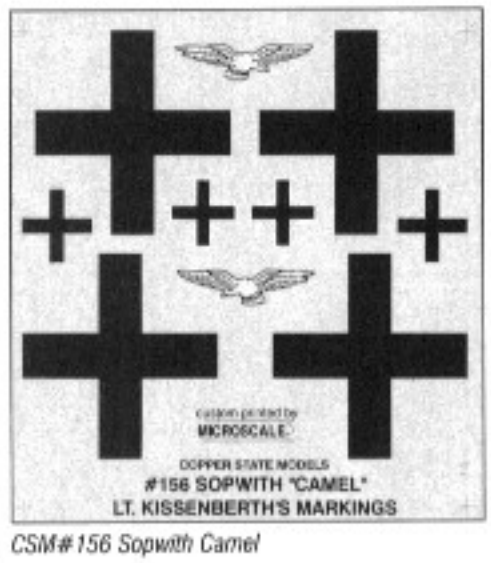


CSM#153 Fokker D.VII

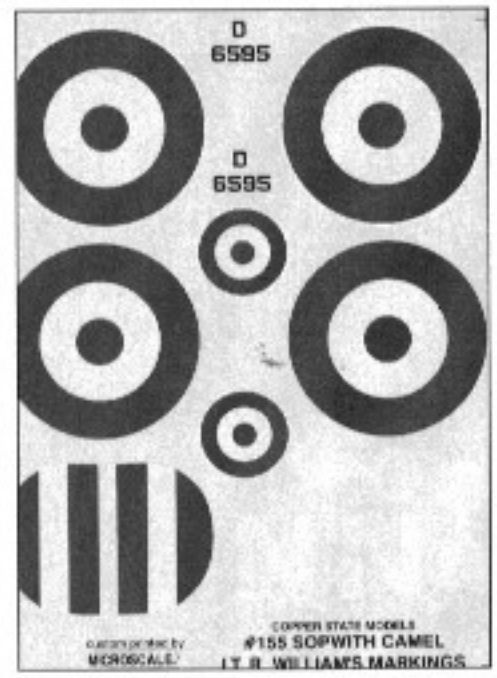
On this sheet you get the markings for Lt R. Stark's aircraft and once again the sheet contains the early and late styles of data panel and lift arrows, along with a wide selection of propeller manufacturer logos. Note that this machine is in lozenge fabric, so modellers will need the appropriate sheets that are available from Copper State.

CSM#155 Sopwith Camel

This sheet offers markings for the aircraft flown by Lt R. Williams on the event of him shooting down a Fokker D.VII on the 20th July 1918.



CSM#156 Sopwith Camel



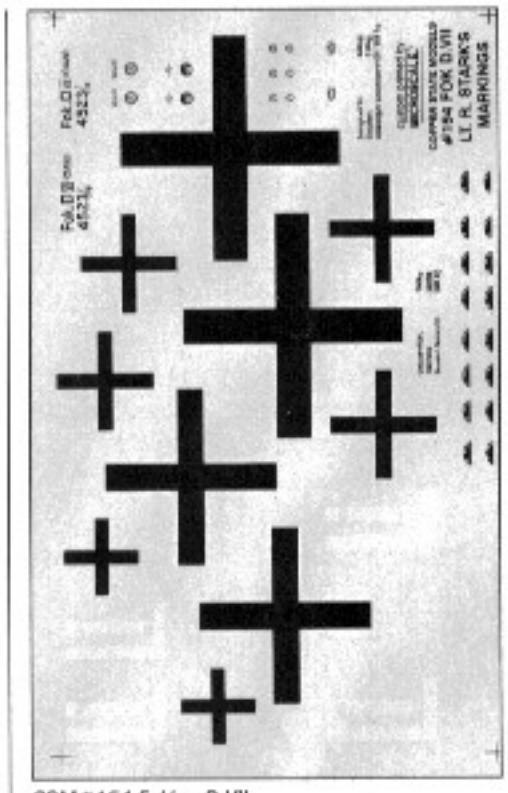
CSM#155 Sopwith Camel

CSM#156 Sopwith Camel

On this sheet you get the markings of the Camel that had been operated by No. 3 Squadron, C Flight, RNAS and was captured by the Germans. It was subsequently flown by Lt Otto Kissenbert of Jasta 23b.

Conclusion

Each sheet is well produced and has been printed by MicroScale, so its quality is assured. Each instruction sheet is clear, and should leave modellers in little doubt of the correct colours and decal placement, but



CSM#154 Fokker D.VII

with the Fokker D.VII sheets I would advise additional reference material in the form of the Windsock 'Anthology' series on the type.

Our thanks to Copper State Models for the review samples. Each sheet featured above is $4.99 and UK modellers can obtain examples from Aeroclub.

News

Eagle Strike

This month sees another selection of sheets in 1/72nd and 1/32nd scales, and some in 1/48th.

1/72nd

72013 - Pacific Corsairs (6 Options)
72016 - European Thunderbolts Pt.II (4 Options)
72018 - F/A-18C Hornets of the Fleet Pt.I (2 Options)
72019 F/A-18C Hornets of the Fleet Pt. II (2 Options)
72022 RAF Tempests (5 Options)

1/48th Scale

48002- F/A-18C Hornets of the Fleet Pt.I (2 Options)
48003 F/A-18C Hornets of the Fleet Pt. II (2 Options)

1/32nd Scale

32014 Curtiss Fighters, P-40s Pt.I (2 Options)
32015 Wildcats at War (3 Options)

Fantasy Printshop

This month sees the release of a selection of marking and stencil sets from Fantasy. Prototype 'Ps' in 30in and 36in sizes for both 1/48th (FP 806 & 807) and 1/72nd (FP808) are available at £1.00 per sheet. Also available are Maintenance Markings, and Walkway Markings, both of which are once again in either 1/48th (FP809 and 811) or 1/72nd (FP810 & 812) scales, although these sheets are £1.50 each.

Custom Aeronautical Miniatures

Three new sheets in 1/48th scale have recently been released by CAM. The first (48-021) covers the F-14A and deals with machines from VF-33 'Starfighters' and VF-2 'Bounty Hunters'. The second sheet, 48-037, deals with an F-4J operated by VMFA-115 and the final sheet, 48-039, is for the F/A-18 Hornet of VFA-27 'Maces'. The last sheet includes 'Micro-glo' illuminous formation light strips!
These sheets retail for $10 (48-021 & 039) and $15 (48-037) respectively, and all retail and wholesale enquiries should be directed to Brookhurst Hobbies.

Belcher Bits

1/72nd Scale

BD7 CF-104

This sheet offers markings for any CF-104 from 1965 through to 1983. Those options shown on the instructions include:

•1. S/No. 12721, No. 427 Squadron, RCAF, October 1962.
•2. S/No. 12758, No. 1 Wing, RCAF, Marville, 1965.
•3. S/No. 104799, No. 439 Squadron, RCAF, Lahr, 1969.
•4. S/No. 104830, No. 427 Squadron, CAF, Baden-Soellingen, 1970.
•5. S/No. 104842, No. 421 Squadron, CAF, Baden-Soellingen, 1973.
•6. S/No. 104753, No. 417 Squadron, CAF, Cold Lake, 1975.
•7. S/No. 104704, AETE, CAF, Cold Lake, 1975.
•8. S/No. 104841, No. 421 Squadron, CAF, 1975.
•9. S/No. 104783, No. 417 Squadron, CAF, 1983.

The sheet also includes 'Tiger Meet' schemes for the CF-104 from 1969 through to 1983 and it retails for Can$6.49 (US$4.87).

1/48th Scale

BD6 CF-104

This sheet offers the same markings options as BD7, including all the Tiger Meet machines. The price for this sheet is Can$11.49 (US$8.62).

1/32nd Scale

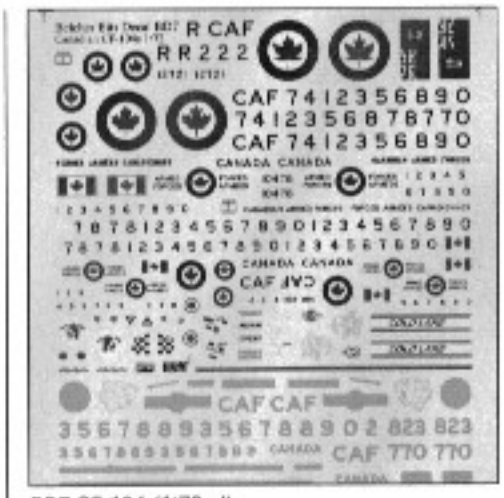
BD8 CF-104

On this sheet you get markings for any CF-104 in the 'symmetrical' scheme that was applied from 1975 right through to the end of the

BD8 CF-104 (1/32nd) [Note: Two of these sheets are supplied]

type's service with the CAF. Those options included on the instructions are:

•1. S/No. 104753, No. 417 Squadron, CAF, Cold Lake, 1975.
•2. S/No. 104830, No. 427 Squadron, CAF, Baden-Soellingen, 1970
•3. S/No. 104704, AETE, Cold Lake, 1975.



BD7 CF-104 (1/72nd)

BD6 CF-104 (1/48th)

•4. S/No. 104893, ! CAG, 1975.
•5. S/No. 104783, No. 417 Squadron, CAF, 1983.

This sheet retails for Can$8.99 (US$6.74).

Conclusion

Each sheet is of the highest quality, with perfect register and colour density and the instructions are clear and very comprehensive. For anyone with a liking for CAF subjects, or the F-104, then these sheets are a real must and are recommended to all.

Our thanks to Belcher Bits for the review samples. UK Modellers can obtain examples of these sheets from Hannants.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

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Warbird Tech Vol. 25: Lockheed Martin F-117 .. £9.95
Warbird Tech Vol. 26: Avro Vulcan £9.95

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• Squadron Signal
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• Warpaint
No.21 Armstrong Whitworth Whitley £8.50
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No.23 Fairey Gannet £8.50
P-47 Thunderbolt (Special) £18.50

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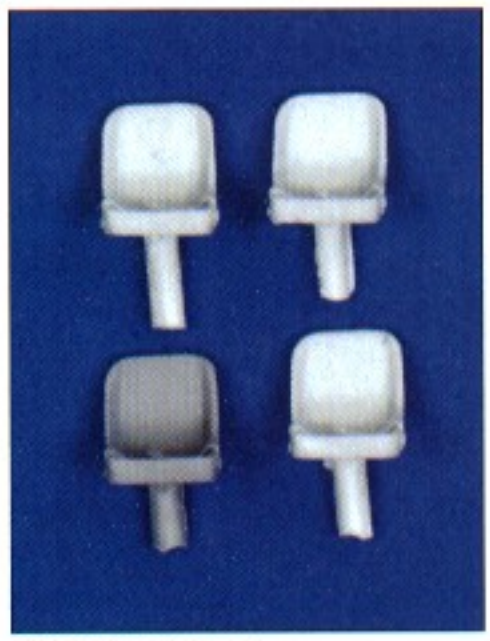
Delta Bits

1/72nd Scale

Subject: Douglas A-20 'weighted' wheels
Scale: 1/72nd
Product No.: DB5969
Type: Accessory
Designed for: Any A-20 kit
Parts: Resin 3
Price: £3.75
Includes: Replacement 'weighted' main and tailwheels that are suitable for any A-20 kit in this scale.

DB5969 (A-20 Wheels)

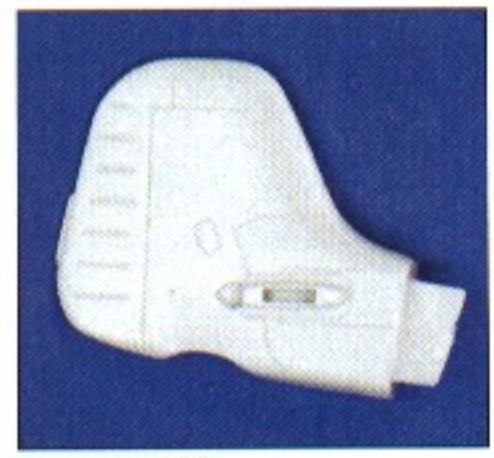
Subject: WW2 Japanese Seats
Scale: 1/72nd
Product No.: DB5087
Type: Accessory
Designed for: N/A
Parts: Resin 4
Price: £2.75
Includes: Four replacement seats complete with lap straps.



DB5087 (Japanese Seats)

Subject: Douglas A-20 Ventral Gunpack
Scale: 1/72nd
Product No.: DB5087
Type: Accessory
Designed for: Matchbox or Revell® kits
Parts: Resin 1
Price: £2.75
Includes: Single-piece ventral gun pack, with gun ports.

Subject: Ta 152 Tail
Scale:
Product No.: DB5105
Type: Conversion
Designed for: Academy Fw 190D-9 kit
Parts: Resin 1
Price: £1.99
Includes: A single-piece Ta 152 style vertical fin and rudder unit that is designed to fit the Academy Fw 190D-9 kit.



DB5105 (Ta 152 Tail)

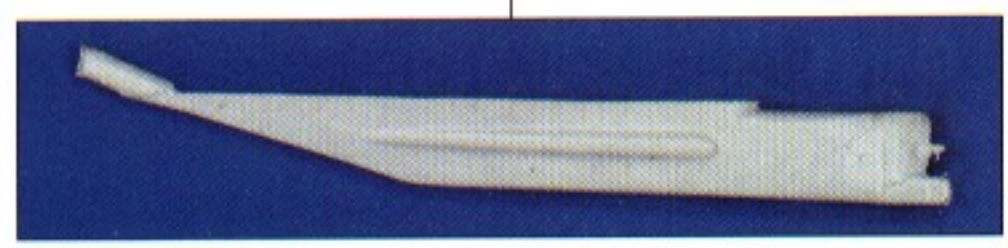
Subject: Hurricane Canopies
Scale: 1/72nd
Product No.: DB5112
Type: Accessory
Designed for: Any Hurricane kit
Parts: Vac-formed Clear 2
Price: £1.99
Includes: These canopies are of the later style, with internal bullet-proof glass.

DB5112 (Hurricane Canopies)

1/48th Scale

Subject: F-16 ADF Fin Base
Scale: 1/48th
Product No.: DB8001
Type: Accessory
Designed for: Any F-16 kit
Parts: Resin 1
Price: £2.75
Includes: A single-piece fin base, with revised rear tail cone and side blisters.

DB5087 (A-20 Gunpack)



DB8001 (F-16 ADF Fin Base)

Conclusion

Each of these items is well cast (or vac-formed) with no surface imperfections and can be recommended to all.

Our thanks to Delta Aviation Publications for the review samples.

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

Eduard
1/72nd Scale
72-321 - Ki-67 Hiyru (Hasegawa) {£TBA} [eb]
72-325 - DH Mosquito FB Mk VI (Hasegawa) {£TBA} [eb]
'Zoom' Series
SS122 - P-38J Lightning (Italeri/Dragon) {£TBA} [eb]
SS137 - DH Mosquito FB Mk VI/NF Mk II (Tamiya) {£TBA} [eb]
1/48th Scale
48-310 - Messerschmitt Bf 109G-10 (Hasegawa) {£TBA} [eb]
48-313 - F-117 Nighthawk (Revell-Monogram) {£TBA} [eb]
'Zoom' Series
FE116 - Gloster Meteor Mk I (Tamiya) {£TBA} [eb]

Dangerboy Hobbies
1/48th Scale
F6F-3/5 Hellcat Wing Fold (Hasegawa) {£TBA} [r]

Belcher Bits
1/48th Scale
BB-13 - Mk 28 Nuclear Bombs; Mk 28EX, RE, IN, RI & FI {Can$19.99/US$14.99} [r]

Airwaves
1/72nd Scale
AC72-209 - Douglas TBD Devastator (Airfix) {£TBA} [eb]
1/48th Scale
AC48-097 - Douglas TBD Devastator (Revell-Monogram) {£TBA} [eb]
SC48-059 - Spitfire Gull Wing Section (Airfix/Arii/Otaki) {£TBA} [r]

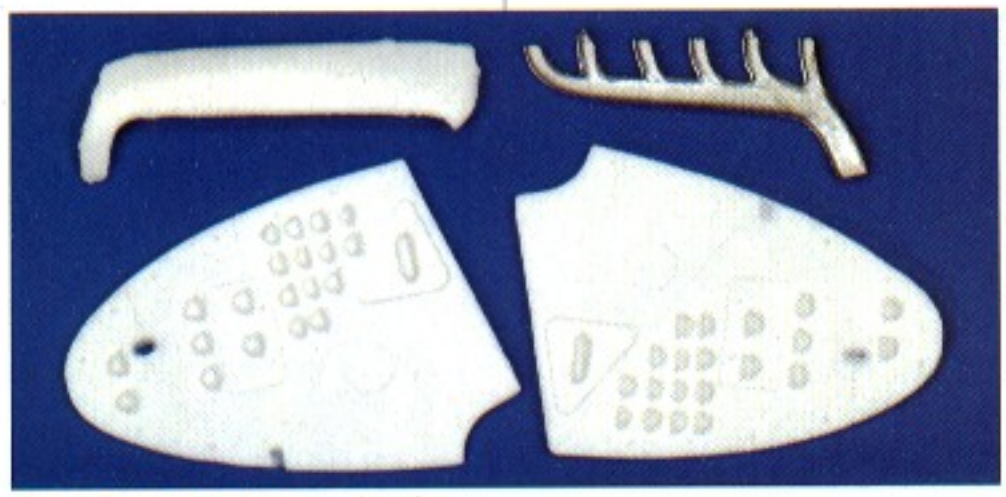
NOTE:
Items shown in parenthesis ( ) indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known price and those in [ ] indicate the medium used as listed below
Key
dec = Decals
eb = Etched Brass (or Steel)
gl = Glass
i = Injection Moulded Plastic
r = Resin
vf = Vac-formed Plastic (or Clear)
wm = White Metal (or Pewter)

Copper State Models

1/28th Scale

Subject: Early Fokker D.VII Engine Panel
Scale: 1/28th
Product No.: CSM #157
Type: Accessory
Designed for: Revell® kit
Parts: Resin 3, White Metal 2
Price: $10.99
Includes: Early style right and left and upper engine cowls in resin, plus white metal exhaust manifolds.

Subject: OAW Built D.VII Engine Panel Set
Scale: 1/28th
Product No.: CSM #158
Type: Conversion
Designed for: Revell® kit
Parts: Resin 3, White Metal 2
Price: $10.99
Includes: The multi-vented OAW style of side cowls and a replacement upper cowling all in resin plus a replacement exhaust manifold in metal.



CSM #158 (OAW Built D.VII Engine Panel Set)

Subject: Rounded Radiator for Fokker D.VII
Scale: 1/28th
Product No.: CSM #159
Type: Accessory
Designed for: Revell® kit
Parts: Resin 1
Price: $2.99
Includes: The 'rounded' style of radiator unit seen on some D.VIIs

CSM #157 (Early Fokker D.VII Engine Panel)

CSM #159 (Rounded Radiator for Fokker D.VII)

Conclusion

Each of these items is well cast and nicely detailed. So if you have dealt with all the other inaccuracies in the Revell® kit, then these sets should allow you to add a few more variants to your collection. For modellers in the UK though, the deletion of the kit by Revell® this year is a bit of a nuisance!

Our thanks to Copper State Models for the review samples. UK modellers can obtain this range from Aeroclub

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK

Lone Star Models

1/48th Scale

Subject: WWI British Wicker Seats
Scale: 1/48th
Product No.: N/K
Type: Accessory
Designed for: N/A
Parts: Resin 2
Price: $5.00
Includes: Two beautifully detailed wicker seats, complete with lap straps that are suitable for most WWI RFC aircraft types.

Subject: WWI German Seats
Scale: 1/48th
Product No.: N/K
Type: Accessory
Designed for: N/A
Parts: Resin 2
Price: $5.00
Includes: Two beautifully detailed seats, complete with lap straps and cushion that are suitable for most WWI German aircraft types.

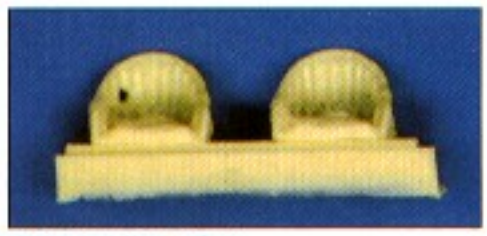
Subject: Grumman F8F Tyre & Wheel Set
Scale: 1/48th
Product No.: N/K
Type: Accessory
Designed for: Hobbycraft kits
Parts: Resin 2
Price: $5.00
Includes: Two 'weighted' main wheels to replace those in the Hobbycraft kits

Subject: Grumman F8F-2 Cowling Correction
Scale: 1/48th
Product No.: N/K
Type: Correction Set
Designed for: Hobbycraft kits
Parts: Resin 2
Price: $10.00
Includes: One of the biggest dimensional errors in the Hobbycraft Bearcat kit is the forward fuselage and cowling area. These are therefore replaced with the two resin sections in this set.

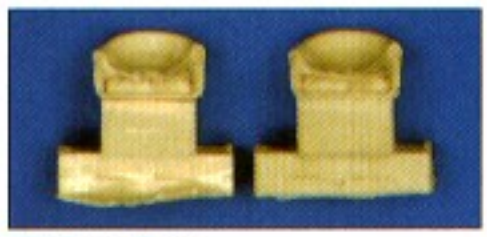
Conclusion

Each of these sets is well cast and nicely detailed. Only the RFC seats suffered from any air bubbles in our samples, but the overall finesse of the detail is such that the sets are well worth considering.

Our thanks to Lone Star Models for the review samples. UK modellers can obtain this range from Aeroclub.



WWI British Wicker Seats



WWI German Seats

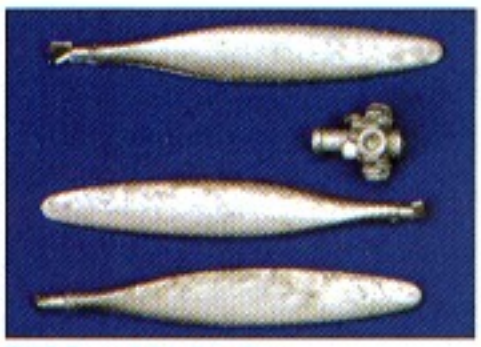
Grumman F8F Tyre & Wheel Set

Grumman F8F-2 Cowling Correction

Aeroclub

1/48th Scale

Subject: Fairey Battle Propeller
Scale: 1/48th
Product No.: P427
Type: Accessory
Designed for: Classic Airframes kits
Parts: White Metal 4
Price: £1.80
Includes: A hub and three separate blades to make up a highly detailed Fairey propeller for the new Classic Airframes kit.

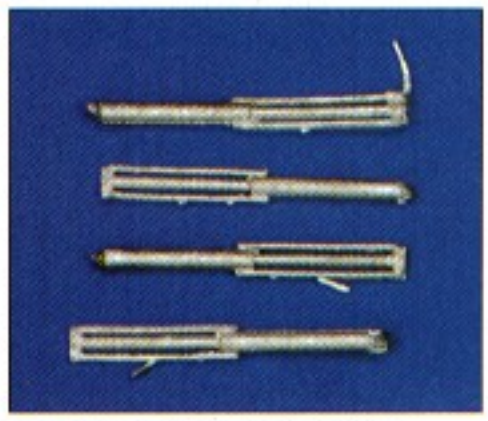


P427 (Fairey Battle Propeller)

Subject: Rolls-Royce Merlin Three-Stack Exhausts
Scale: 1/48th
Product No.: V193
Type: Accessory
Designed for: See Below
Parts: White Metal 2
Price: £1.00
Includes: This pack offers the early style of three-stack ejector exhaust stacks that are suitable for such aircraft types as the Battle, Hurricane and Spitfire.

Subject: Fairey Battle Undercarriage Jacks
Scale: 1/48th
Product No.: V194

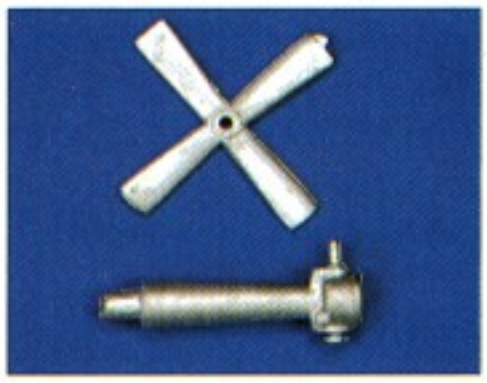
V193 (Rolls-Royce Merlin Three Stack Exhausts)



V194 (Fairey Battle Undercarriage Jacks)

Type: Accessory
Designed for: Classic Airframes kits
Parts: White Metal 4
Price: £1.00
Includes: Four complete jacks that are suitable for any of the new Classic Airframes kits.

Subject: ML Type Target Tug Winch
Scale: 1/48th
Product No.: V195
Type: Accessory
Designed for: See Below
Parts: White Metal 2
Price: £1.00
Includes: This pack contains the ML type of winch fitted to such types as the Beaufighter, Henley, Martinet etc in their target tug configuration.



V195 (ML Type Target Tug Winch)

V196 (Hawker Tempest Undercarriage Legs)

Subject: Hawker Tempest Undercarriage Legs
Scale: 1/48th
Product No.: V196
Type: Accessory
Designed for: Eduard kits
Parts: White Metal 2
Price: £1.40
Includes: Two complete undercarriage leg units to replace those in the Eduard kits. Alternatively they could also be used in the old AMT kit.

Conclusion

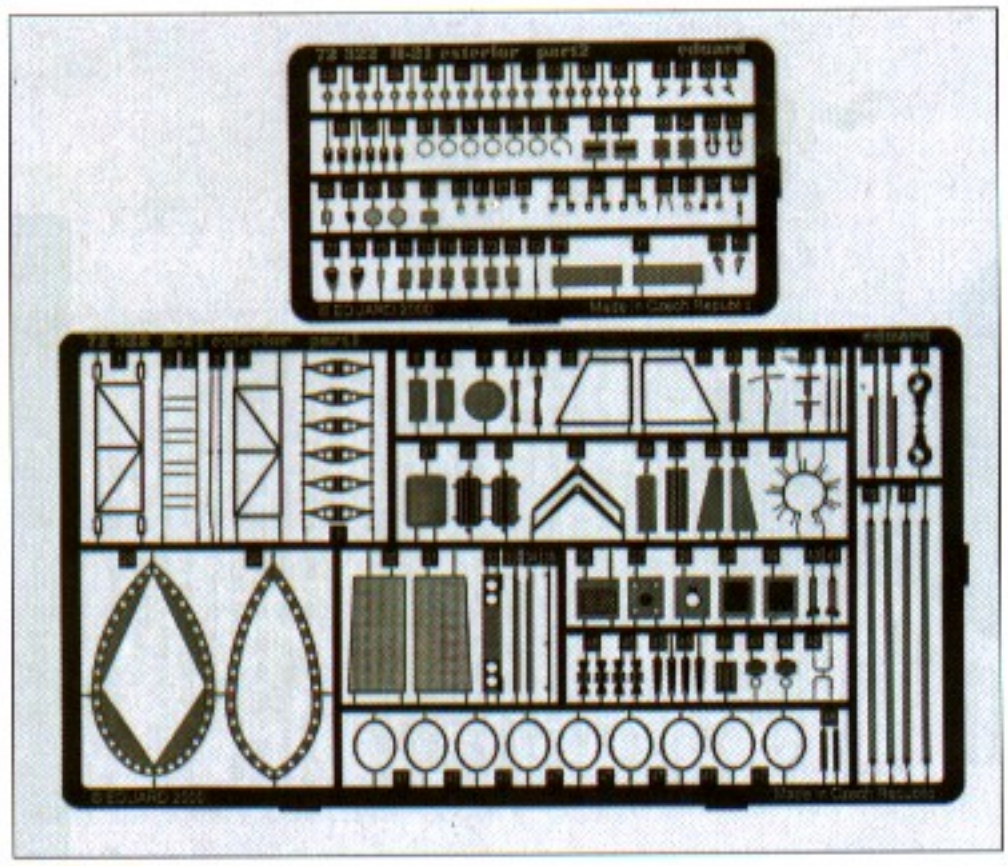
As with all Aeroclub products all of the above are very well cast and can be highly recommended to all.

Our thanks to Aeroclub for the review samples.

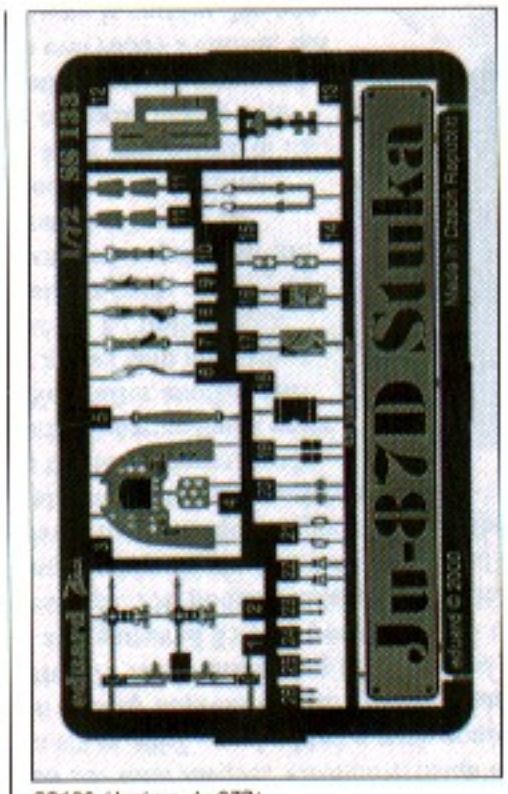
Eduard

1/72nd Scale

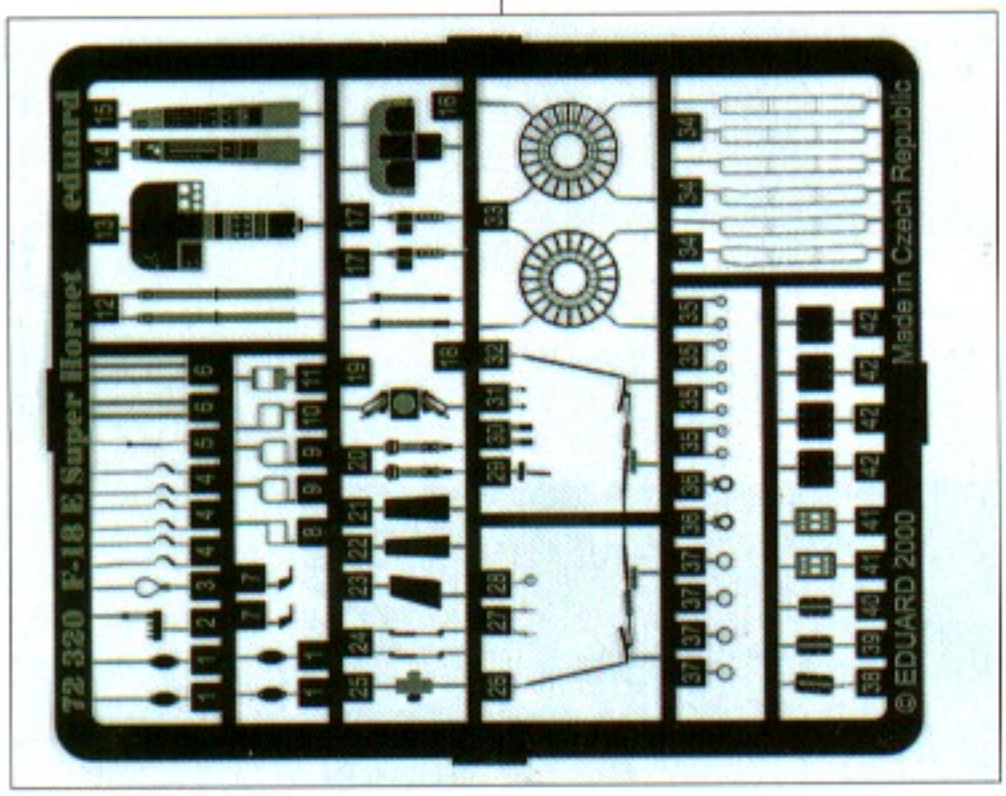
Subject: F-18E Super Hornet
Scale: 1/72nd
Product No.: 72-320
Type: Detail Set
Designed for: Italeri kit
Parts: Etched Brass 82, Acetate 3
Price: £TBA
Includes: Seat harness, side consoles, HUD frame, undercarriage door linkage, afterburner rings, blade antenna and formation light strips.



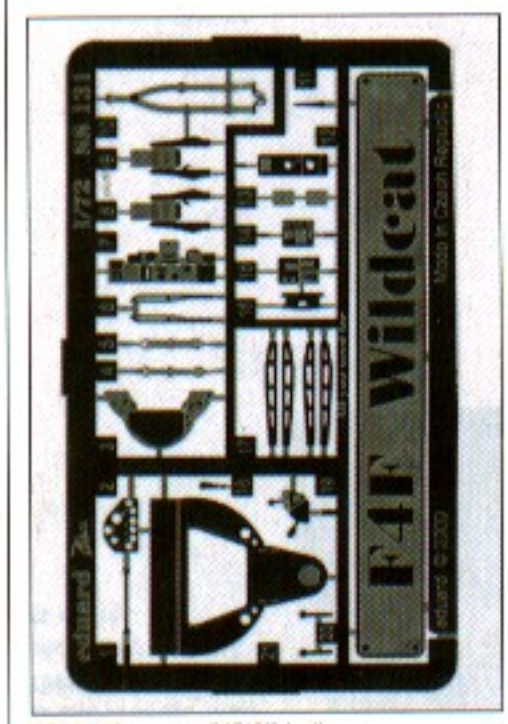
72-322 (H-21 exterior)



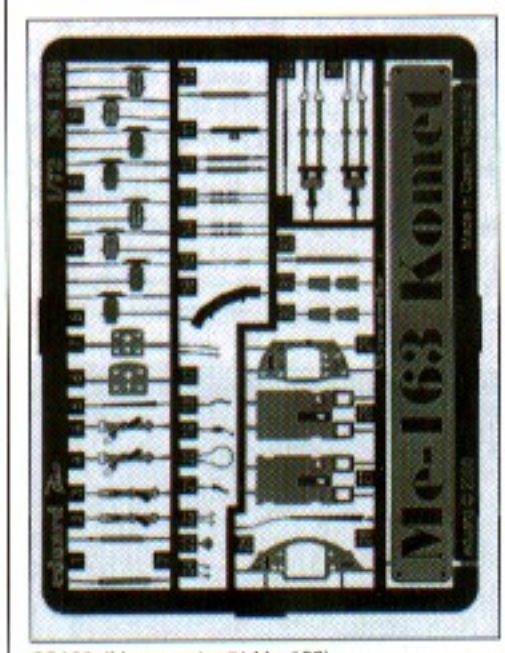
SS133 (Junkers Ju 87D)



72-320 (F-18E Super Hornet)



SS131 (Grumman F4F Wildcat)

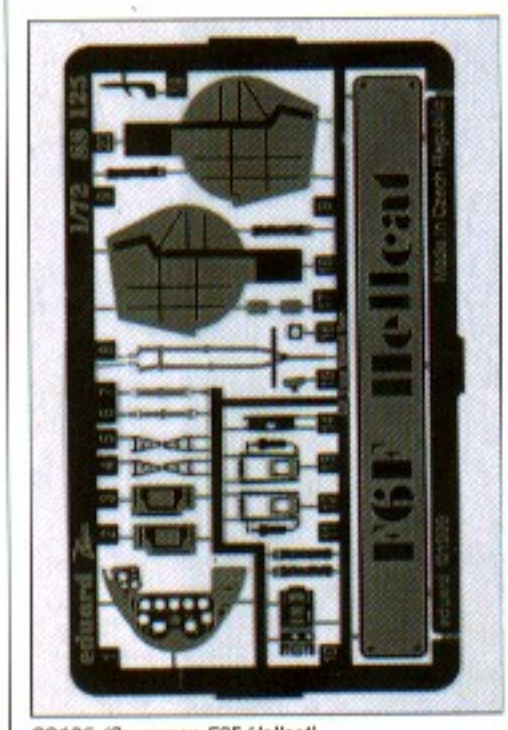


SS136 (Messerschmitt Me 163)

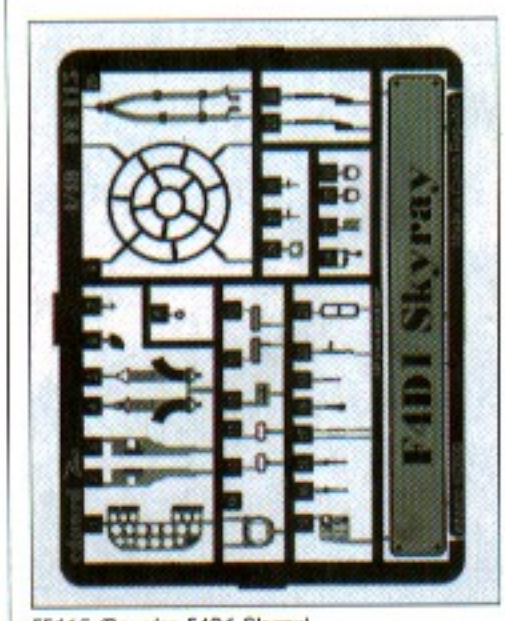
hand holds, vent grills, sliding door rail, tie-down brackets, window surrounds, various panels, rotor head details and dual 265 US Gal drop tank frame.

Zoom Series

Subject: Grumman F6F Hellcat
Scale: 1/72nd
Product No.: SS125
Type: Detail Set
Designed for: Academy kit
Parts: Etched Brass 24, Acetate 2
Price: £TBA
Includes: Instrument panel, seat harness, rudder pedals, rearview mirror, wheel well inserts, pitot and a nameplate.



SS125 (Grumman F6F Hellcat)



FE115 (Douglas F4D1 Skyray)

Subject: Grumman F4F Wildcat
Scale: 1/72nd
Product No.: SS131
Type: Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 26, Acetate 2
Price: £TBA
Includes: Instrument panel, rear bulkhead, seat harness, side consoles, undercarriage linkage, ventral antenna and nameplate.

Subject: Junkers Ju 87D
Scale: 1/72nd
Product No.: SS133
Type: Detail Set
Designed for: Italeri kit
Parts: Etched Brass 41, Acetate 2
Price: £TBA
Includes: Instrument panel, seat harness, rudder pedals, sidewall detail, radio units, gun triggers, sights and a nameplate.

Subject: Messerschmitt Me 163
Scale: 1/72nd
Product No.: SS136
Type: Detail Set
Designed for: Academy kit
Parts: Etched Brass 51, Acetate 6
Price: £TBA
Includes: Instrument panels, seat harness, floor plate, fuel cell straps, armoured glass surround and supports, tailwheel towing eyelet, two styles of dorsal antenna and DF loop and a nameplate. Note that this set covers both the B and S versions offered in the Academy kit.

1/48th Scale

Subject: Douglas F4D1 Skyray
Scale: 1/48th
Product No.: FE115
Type: Detail Set
Designed for: Tamiya kit
Parts: Etched Brass 35, Acetate 1
Price: £TBA
Includes: Instrument panel, seat harness, throttle levers, sidewall detail, canopy grab handles, nose wheel door hinges, afterburner rings, towing eyelets, ventral antenna and a nameplate.

Conclusion

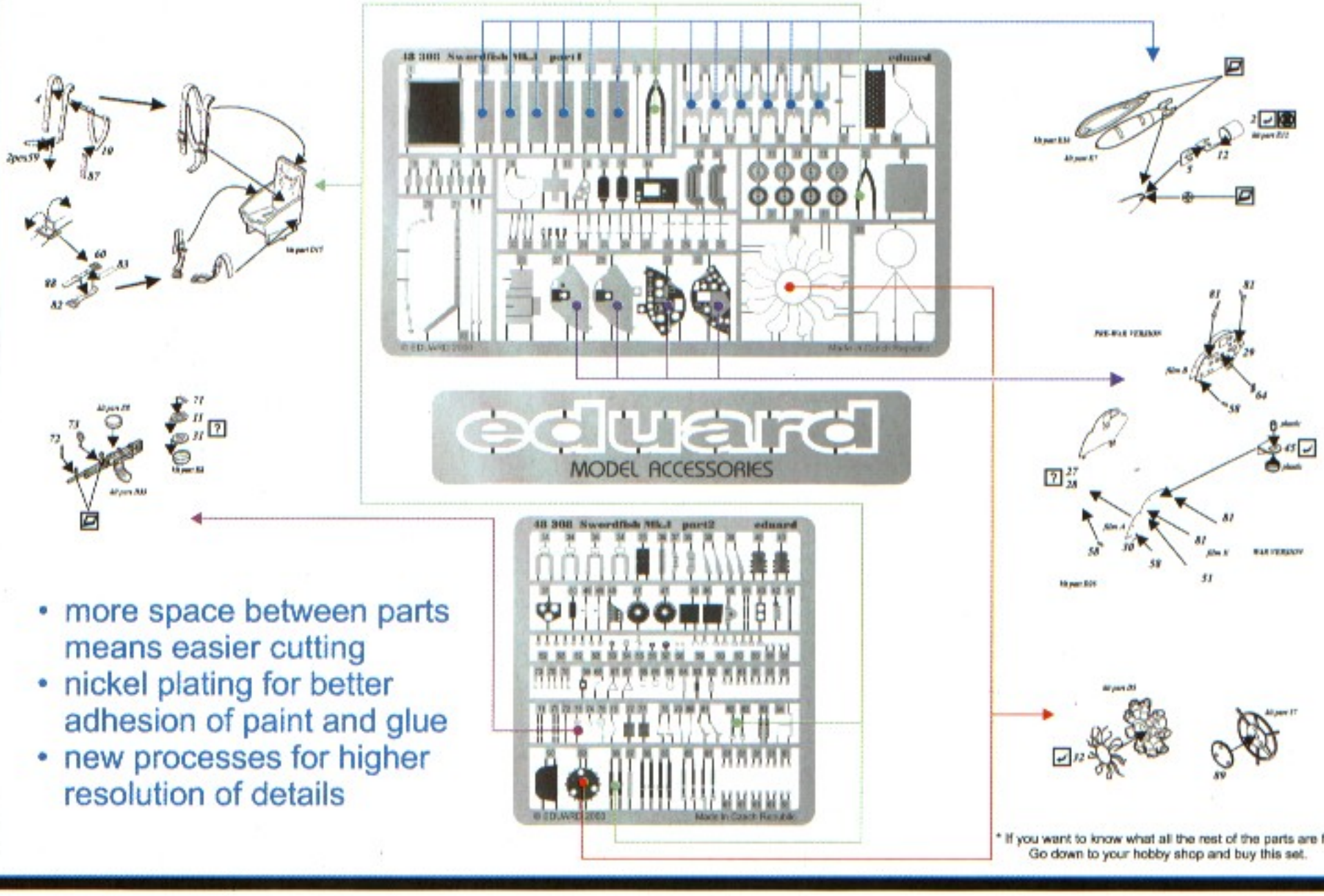
As with all Eduard products, these new sets are to the highest standard and can be highly recommended.

The 'Zoom' series sets are extremely good, and offer those of you without any experience with etched brass the chance to introduce yourself to it without all the hassle of the 100+ parts offered in the standard range.

Our thanks to Eduard M.A. for the review samples. UK modellers can obtain this range from Hannants or LSA Models.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

How we help you super-detail your Swordfish*



- more space between parts means easier cutting
- nickel plating for better adhesion of paint and glue
- new processes for higher resolution of details

* If you want to know what all the rest of the parts are for. Go down to your hobby shop and buy this set.

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K442 1:48 J.P. Mk.5/STRIKEMASTER £24.50

The main airframe parts of this kit are detailed Injection mouldings with the smaller parts in White-metal.
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V188A 1:48 Spitfire Mk9 Conversion Parts. £7.50

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To update the Occidental Mk.9.

V188B 1:48 Spitfire Mk.16 Conversion Parts £10.00

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V189. 1:48 Inj. Spitfire Gull wing fuselage insert for Airfix/Otaki kit £1.40
V190. 1:48 Inj. Spitfire Mk.9 tailplanes and radiators. £2.30
V191. 1:48 Spitfire retractable tailwheel. £1.40
V192. 1:48 Spitfire U/C legs, links and 4 and 5 slot wheel hubs. £1.80
V197. 1:48 Inj. Spitfire Mk9/16 pointed rudder. £1.00
V198. 1:48 Inj. Spitfire Gun Blister Panels. Lg and Sml type C and type E. £1.40
G420. 1:48 Spitfire cannon barrels (2). 80p.

OTHER NEW ITEMS

V193. 1:48 RR Merlin 3 stack exhaust for Battle, Hurricane etc. £1.00
V194. 1:48 Fairey Battle U/C jacks (4) for CAF kit. £1.00
V195. 1:48 ML type Target Tug winch. Beaufighter, Henley etc. £1.00
V196. 1:48 Hawker Tempest U/C legs. £1.40
P427. 1:48 Fairey Battle Prop. £1.80.

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Mister Kit

Released by Mister Kit recently is the second series of acrylic paints covering German WWI subjects.

MKGC-007 Albatros Red Brown
MKGC-008 Albatros Mauve
MKGC-009 Albatros Pale Blue
MKGC-010 Albatros Pale Green
MKGC-011 Albatros Green
MKGC-012 Fokker Olive Green
MKGC-013 Fokker Turquoise
MKGC-014 German Light Grey
MKGC-015 German Sky Blue
MKGC-016 Clear Doped Linen

The five Albatros colours were used for camouflaged areas of fighters before the arrival of four and five-colour lozenge fabric and the Turquoise was applied to the undersides as well as the undercarriage and struts. The Light Grey was used for the wings, landing gear and metal areas on some camouflaged Pfalz and the Sky Blue was applied overall to some types like the Albatros C.III, Roland C.II and Hannover Cl.IIIa.

Our thanks to MisterKit for the review samples. UK Modellers can obtain these colours from Aeroclub.

The second series of WWI German colours from MisterKit

Instant Rust "

Produced by Modern Options Inc in the USA, Instant Rust™ is usually used to give things like picture surrounds a rust effect, but for us modellers, it allows you to create realistic rust on plastic.

The system consists of two tins; the first is applied with a brush in two coats with one hour between each. After a further 12 hours you apply the second solution and this will react with the first, creating real rust. The whole effect can later be sealed with a suitable acrylic varnish. The effect is amazing, and the only precaution we would advise is a primer coat of Halfords Grey Primer on any surface you are going to apply it to.

Because of the nature of this system, contact with your skin and eyes should be avoided and goggles should be worn at all times when using it. A set of two bottles retails for £10.99 from ED Models and there is enough in them to keep you going for quite a while.

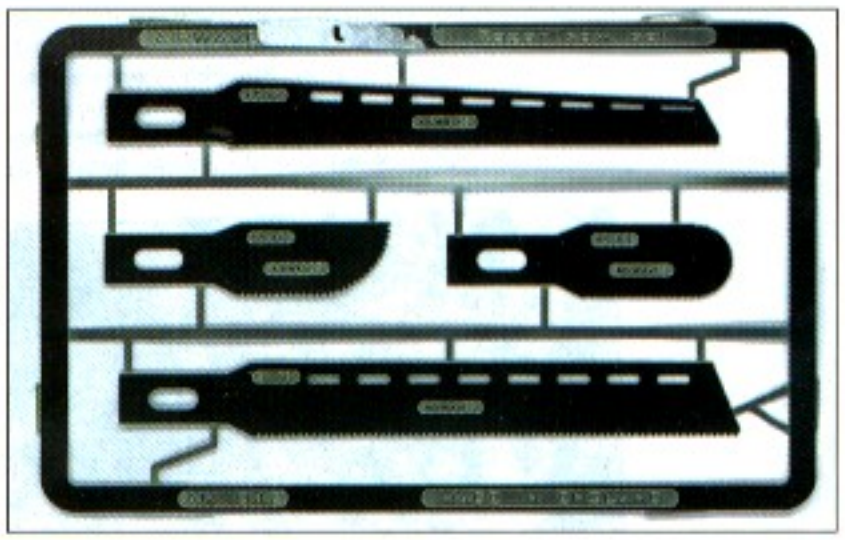
Our thanks to ED Models for the review sample.

The Instant Rust™ set

Airwaves

A new set of ultra fine saws that fit an X-Acto handle have just been produced by ED Models in their Airwaves accessory range. This set (AM-042) retails for £4.99 and offers 31, 48 and 68 TPI (Teeth Per Inch), but note that the curved blade marked as 68 TPI is most likely about 28TPI!

Our thanks to ED Models for the review sample.



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F-86F-40 Sabre 'Blue Impulse' 1:48 (HAPT15)

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A-4E/F Skyhawk 'Top Gun' 1:32 (HST08114)

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Eduard — Express Mask Series

The latest additions to the Express Mask series of die-cut masks include:

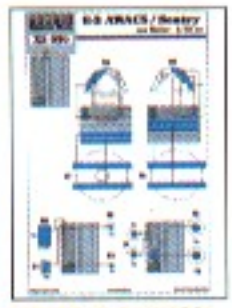
1/72nd Scale

XS 040 F-14D Tomcat (Revell®)
XS 041 Bf 110 (Italeri)
XS 044 F-104 Starfighter (Hasegawa)
XS 045 Tempest V (Academy)
XS 047 Beaufighter (Hasegawa)
XS 050 E-3 AWACS (Heller)
XS 512 Albatros D.III/D.V National Insignia
XS 514 Seiran/Nanzan National Insignia & Markings
XS 515 F6F National Insignia (1942-3)
XS 516 F6F National Insignia (Red Outline)
XS 518 F6F National Insignia (Post-war)

1/48th Scale

XF 041 F-117 Nighthawk (Revell-Monogram)
XF 514 Bf 109F/G 'Tree' Camouflage Scheme
XF 517 Albatros D.III/V National Insignia
XF 521 F6F National Insignia
XF 522 F6F National Insignia (Red Outline)
XF 523 F6F National Insignia (Star & Bar)
XF 524 F6F National Insignia (Post-war)

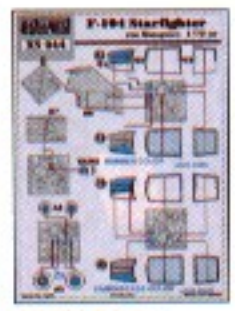
Our thanks to Eduard M.A. for the review samples. UK modellers can obtain examples from LSA Models or Hannants.


XS 050 (E-3 AWACS)

XS 512 (Albatros D.III/D.V)

XF 522 (F6F)

XF 521 (F6F)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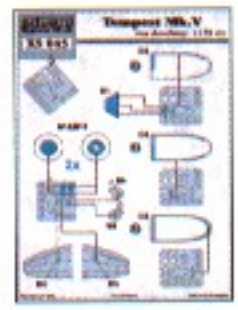
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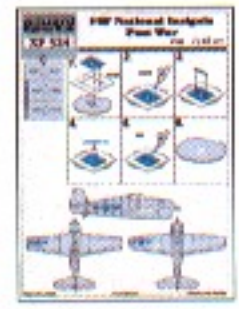
XF 523 (F6F)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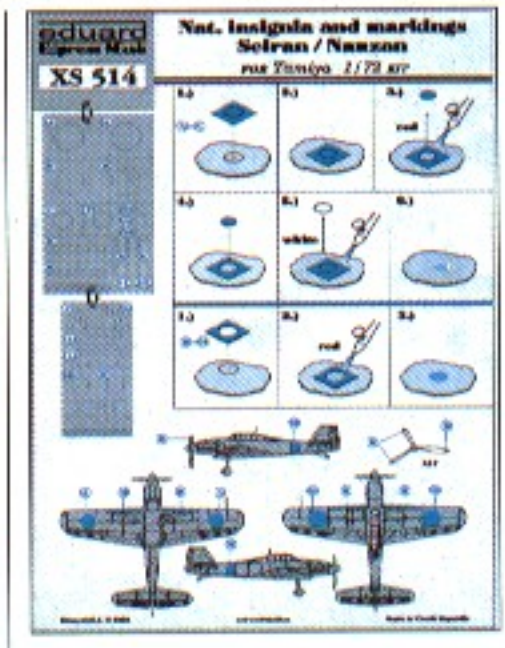
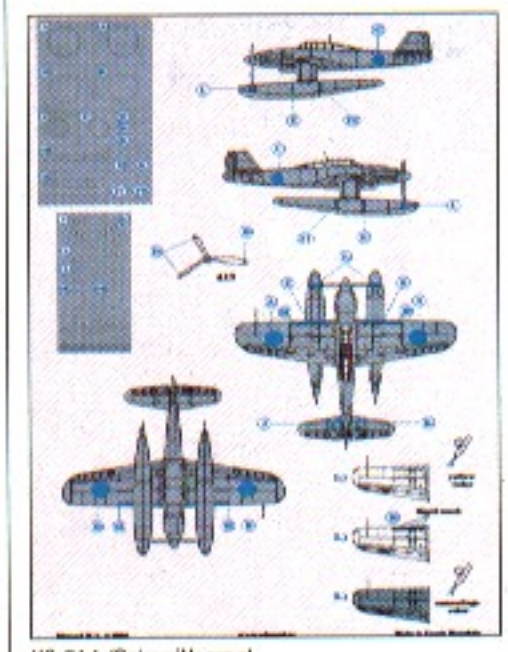
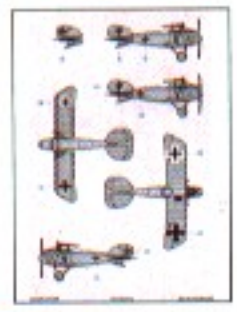
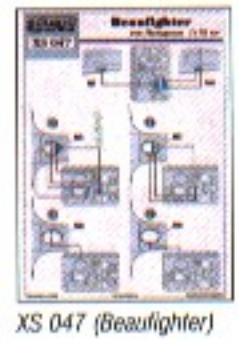



XS 514 (Seiran/Nanzan)

XF 517 (Albatros D.III/V)

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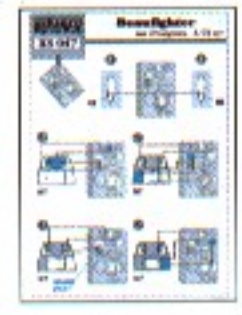

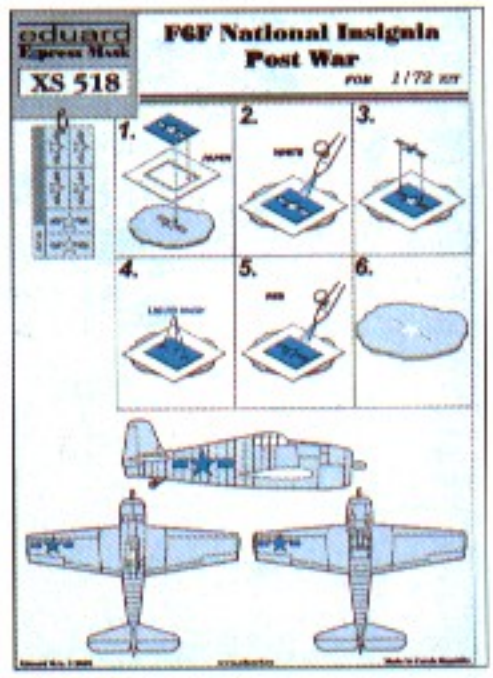

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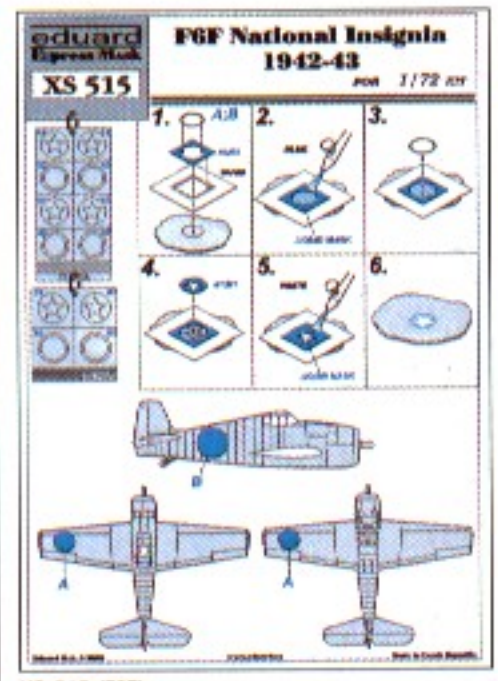

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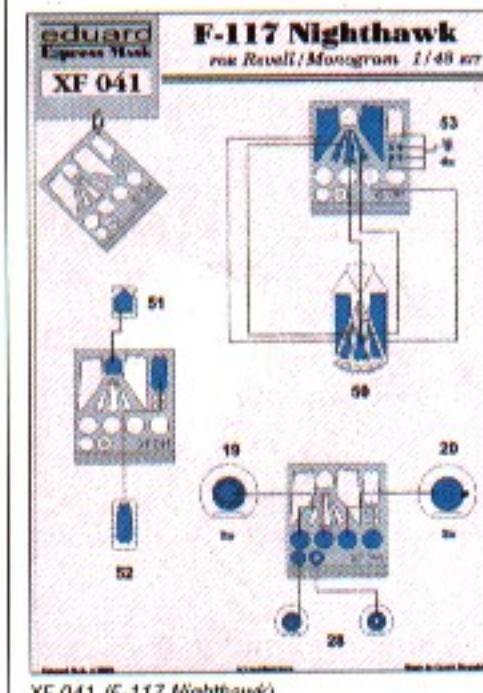

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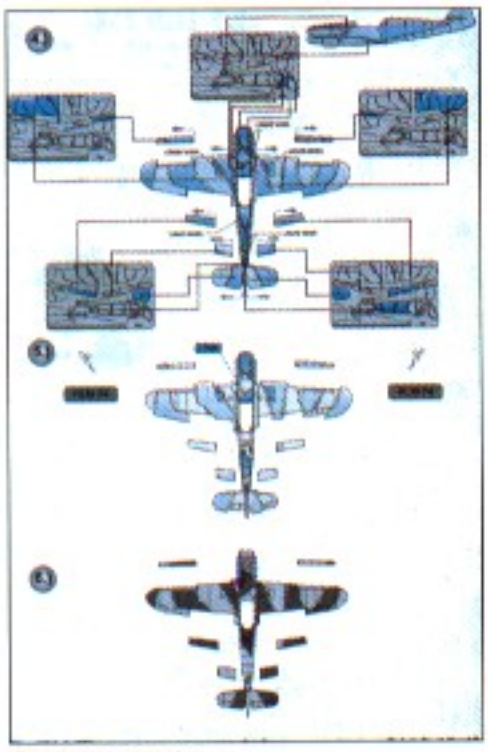
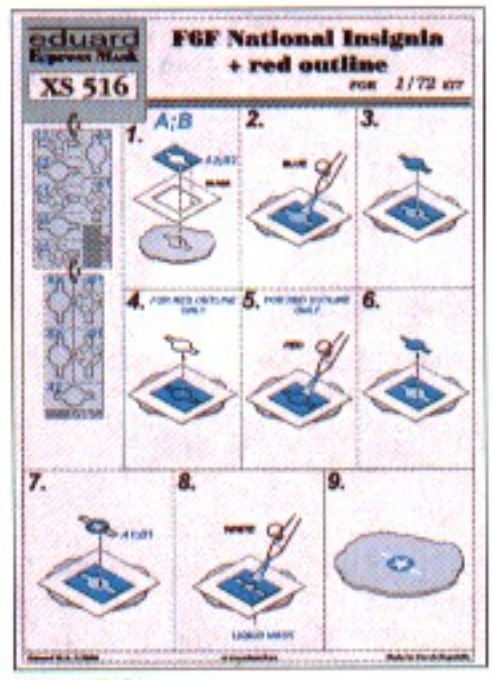

XF 514 (Bf 109F/G)



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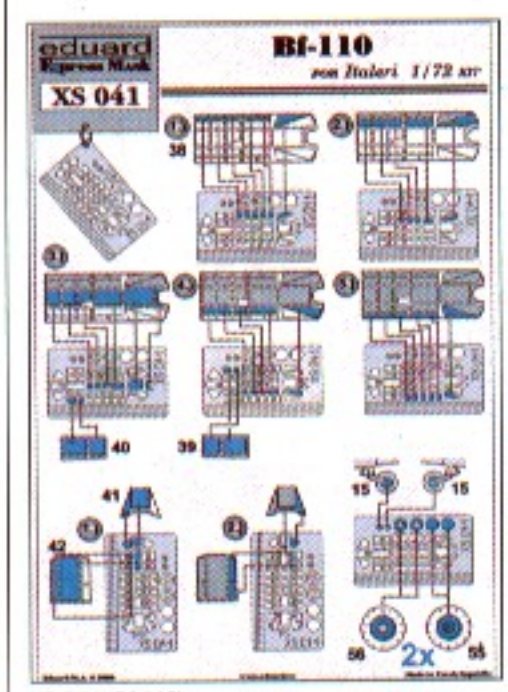
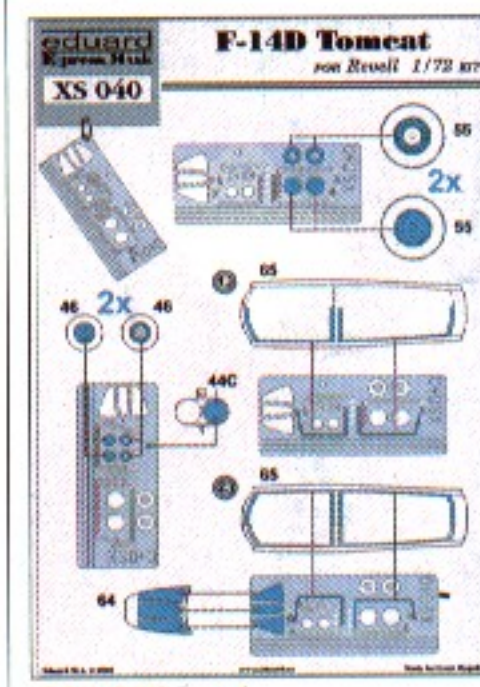


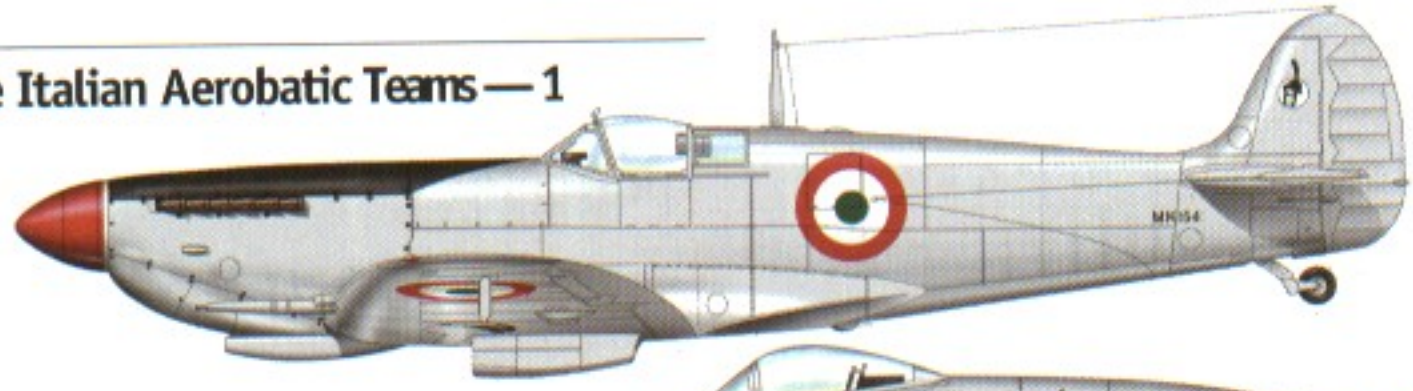
XS 041 (Bf 110)



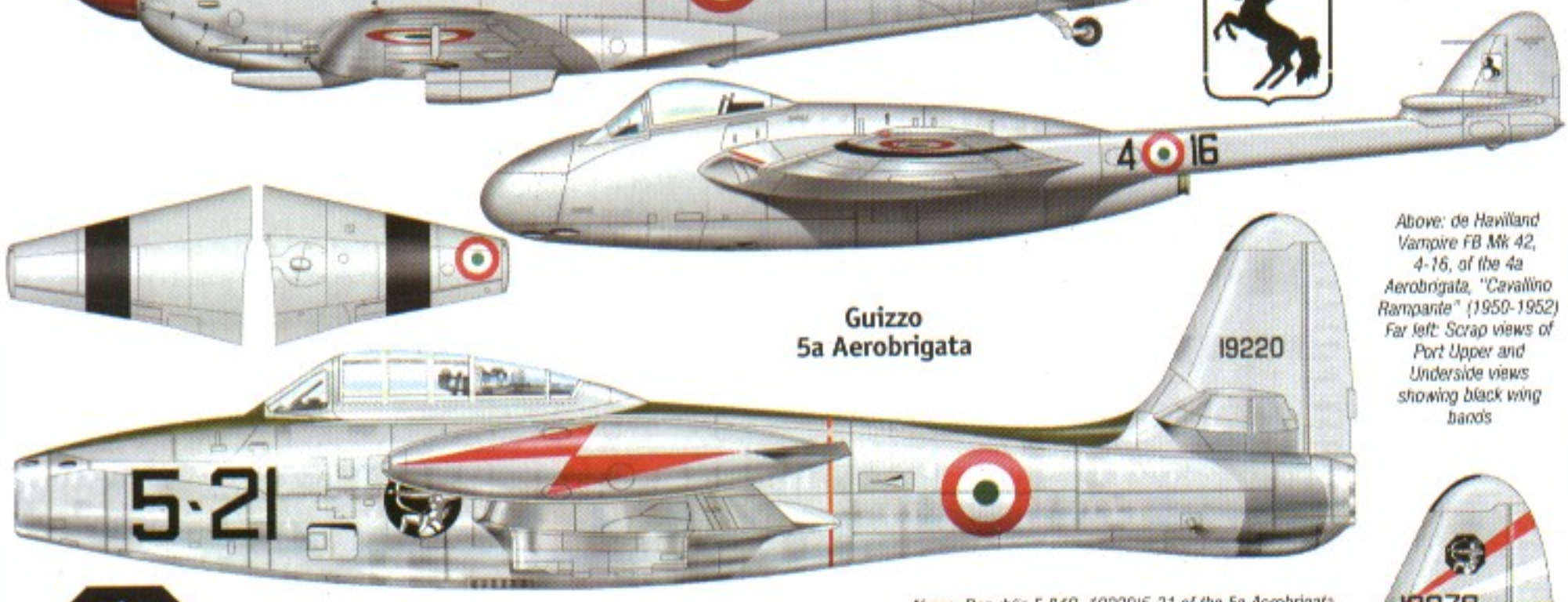
XS 040 (F-14D Tomcat)

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

The Italian Aerobatic Teams — 1

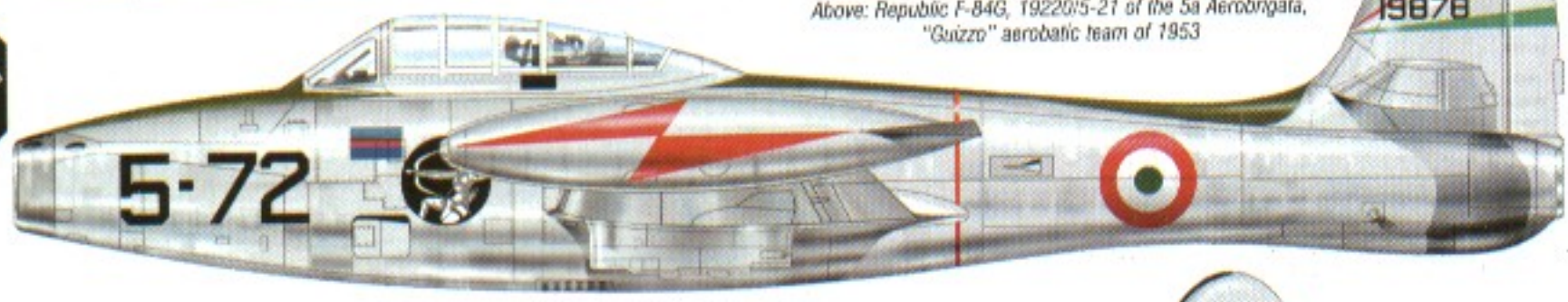


Left: Spitfire Mk IX, MK154/MM4093, of the 51, Stormo, based at Treviso, 1947. Team of three Spitfires which included PT653 (MM.4093) while the third aircraft is believed to have been PT481 (MM.4126)



Above: de Havilland Vampire FB Mk 42, 4-16, of the 4a Aerobrigata, "Cavallino Rampante" (1950-1952) Far left: Scrap views of Port Upper and Underside views showing black wing bands

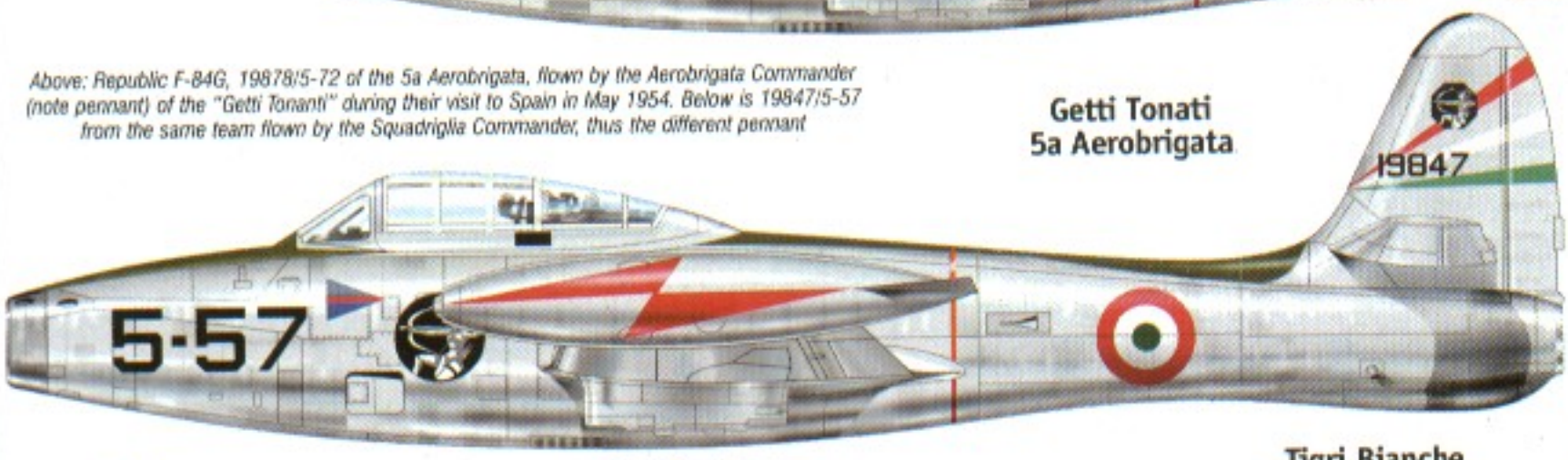
Guizzo
5a Aerobrigata



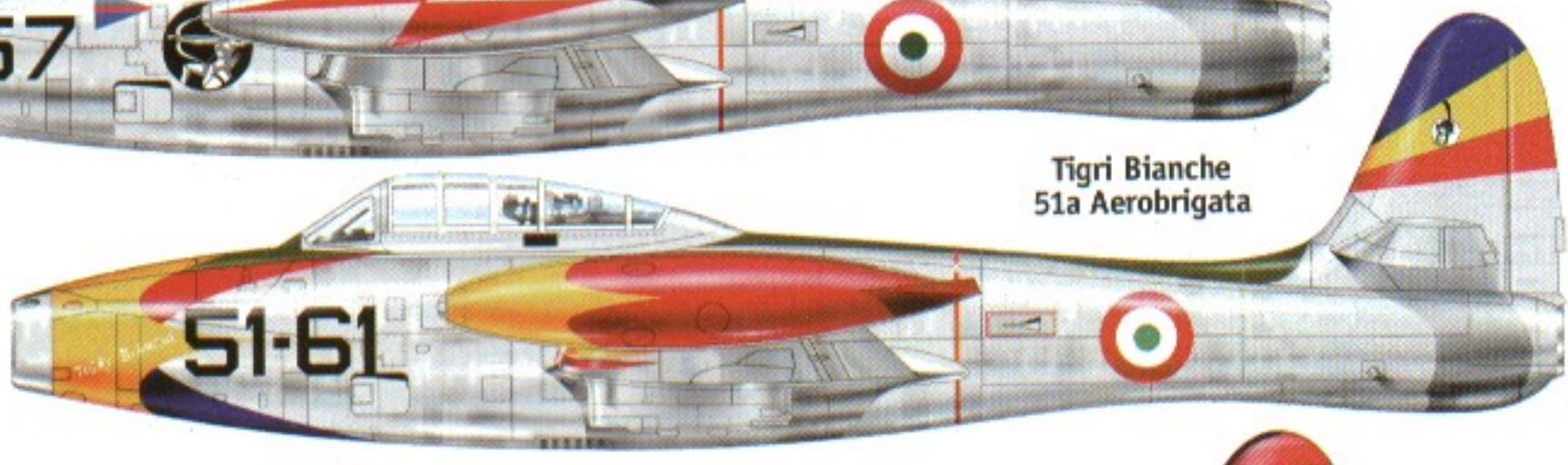
Above: Republic F-84G, 19220/5-21 of the 5a Aerobrigata, "Guizzo" aerobatic team of 1953

Above: Republic F-84G, 19878/5-72 of the 5a Aerobrigata, flown by the Aerobrigata Commander (note pennant) of the "Getti Tonanti" during their visit to Spain in May 1954. Below is 19847/5-57 from the same team flown by the Squadriglia Commander, thus the different pennant

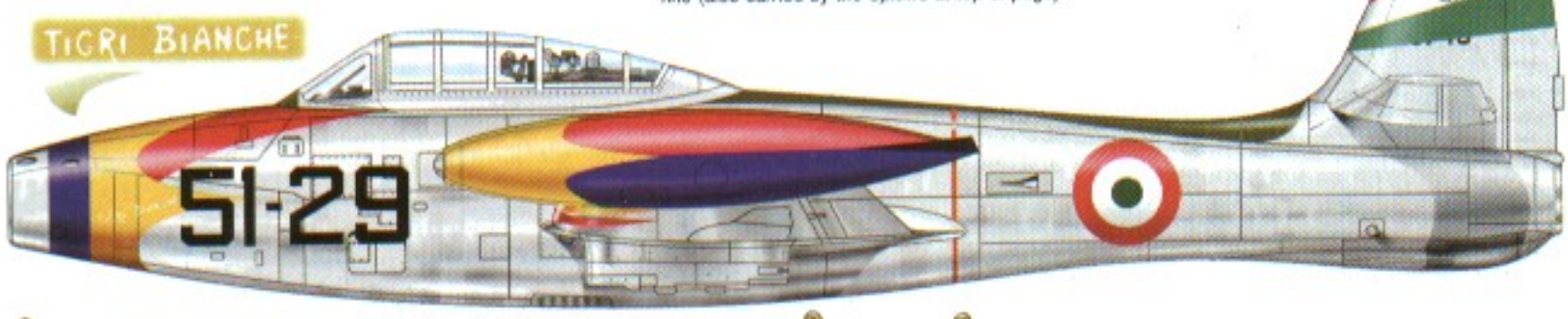
Getti Tonati
5a Aerobrigata



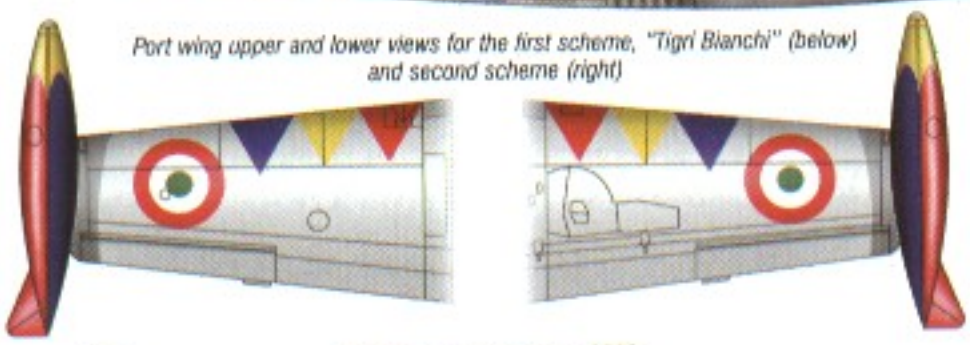
Tigri Bianche
51a Aerobrigata



Republic F-84G, 51-61 of the 51a Aerobrigata "Tigri Bianchi" (above) in their original colour scheme, later modified to that as shown below of F-84G 116746/51-29. Cat and Mice emblem on fins (also carried by the Spitfire at top of page)



Port wing upper and lower views for the first scheme, "Tigri Bianchi" (below) and second scheme (right)



Profiles 1:72 Scale

1 of 4

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Republic F-84F-46KC, 52-8872, Diavoli Rossi, 6a Aerobrigata, in a simplified scheme adopted for their US tour in 1959. No upper wing markings except Italian roundels of reduced proportions. See Sheet 2 of the colour plates for the underside colours ©Richard J. Caruana - 2000

Spectator's Benefit

All'Italiana

The AerMacchi MB.339, and the older Fiat G.91, are immediately associated with Italy's aerobatic display team, the *"Frecce Tricolori"*. And with good reason, as they have performed in front of millions of spectators all over the world for close to forty years. Display flying is one of the oldest traditions of Italian aviation, which has developed into a spectacular art especially during the post-war era. Richard J. Caruana presents a detailed survey of all post-war aerobatic teams to fly Italian colours, covering some exotic types and colour schemes, while also providing background details dating back to the origins of display flying in Italy.

F-84Fs of the Diavoli Rossi being refuelled. This colour scheme is the second version, dating the photo to 1958 (R.J. Caruana Archives)

Few aerobatic teams in the world can boast of a heritage comparable to that of the *Frecce Tricolori* of the Italian Air Force. On 1 September 1928, *Tenente Colonnello* Rino Corso Fougier took over command of the X° *Stormo Caccia* of the *Regia Aeronautica* (RA) based at Campoformido; his arrival marked the birth of aerobatic display flying in that country.

Under the command of *Generale* Italo Balbo, the Italian Air Force was going through a vast expansion programme during that period, seeking at the same time to attain prestigious international records to add to its laurels. Bomber and maritime aircraft units created and broke a number of long-distance and altitude records. Fougier believed that proficiency in formation aerobatics was indispensable for fighter pilots, in complete contrast to the preachings of his predecessor, *Colonnello* Luigi Govi, who had disapproved of formation flying as experimented by *Sergente Maggiore* Fruet, *Maggiore* Lana and *Sergente Maggiore* Pancera on Fiat CR.1s.

The first Italian aerobatic display was organised by the 1° *Stormo* on July 12 1928, at Rome's Littorio airport. To celebrate the arrival of the Bellanca Pathfinder of transatlantic aviators Roger Williams and Lewis Jancey, two three-ship formations and a reserve aircraft put up a spirited display using brand new Fiat CR.20 fighters on loan from the 7° *Stormo*. The 1° *Stormo* performed again at Milan in June, 1930. Then, on 14 September, it took its new Fiat CR.20bis fighters on an epic tour of the Balkans, with superlative performances at Bucharest, Belgrade, Sofia, Istanbul, Athens, and Tirana, Albania. This initiated a golden age in Italian aerobatics which was to last up the beginning of the Second World War. On 20 June 1937, the 4° and 6° *Stormi* performed at Budapest and then, on July 24-25, took part in the Air Meeting at Zurich, where the Italian team placed second (by half a point!) amid 13 competing national teams. On August 21, the units embarked 21 CR.32s on the merchant ship *Gloriastella* and sailed for Peru, the first leg of a tour of South America. *Capitano* Molinari led the Mirafiori group (formed from pilots of 53° and 3° *Stormi*), while *Capitano* Vida led the Campoformido group (formed from the 1° *Stormo*). On October 28, they performed at Los Cerillos Airport in Santiago, Chile. Ten aircraft then made a formation crossing of the Andes into Argentina, where the unit performed at Buenos Aires on November 14. Two days later the CR.32s went to Montevideo and then by ship to Rio de Janeiro. On January 10 1938, they performed their final South American display at Campo di Marte, San Paolo di Brazil.

The Early Post War Period

The war brought a complete halt to aerobatic display flying in Italy. Reconstruction of the *Aeronautica Militare* (AMI) in the immediate post-war period depended largely on the supply of British and American aircraft, swiftly followed by a revival in display flying. The natural urge of fighter pilots could hardly be restrained, and by 1947 Spitfires and Mustangs were being thrown all over the sky at local displays. Probably the first record of formation display flying in Italy after the war concerns a performance given by a trio of Spitfires Mk IX from the 51°*Stormo* based at Treviso at the Padova Aero Club, on September 7, 1947. The following month other Spitfires from the 5°*Stormo* and from the 1°*Reparto Tecnico* of Linate gave formation aerobatic displays in Milan.

The first official post-war team appeared when the *Cavallini Rampanti* (Prancing Horses) was born on June 2, 1952. The team's commander, *Tenente* Ceoletta, and pilots Bombardini, Galgani and Guerrieri (among others) flew displays using four de Havilland Vampire jets from the 4° *Stormo* based at Rome's Urbe airport.

The Vampire was but a stop-gap measure, as Republic F-84Gs were already being delivered to the AMI. Thus the following year the re-equipped 103°*Gruppo* (5°*Stormo*) team, nicknamed *Guizzo* (Flash), was formed on four of these new machines. After a debut at Villafranca in April, the team participated in the Soesterberg Airshow (Holland) in July. Their popularity during 1955 earned them a starring role in the film *I Quattro dei Getti Tonanti* (The Four of the Thunder Jets). Cinecittà's name was a hit, and they performed throughout 1956 as the *Getti Tonanti*. Meanwhile, one of the major Italian World War II aces, Mario Bellagambi (14 victories, 11 of which attained while serving in the Aviazione Nazionale Republicana) was asked to form another team on F-84Gs within the 51°Stormo. This four-ship team, the *Tigri Bianche* (White Tigers) was born as a 'reserve', continuing to perform memorable displays up to 1956.

An important development was the arrival in 1957 of the Sabre within the AMI. The 4°*Stormo* soon took to the air as official team on four Canadair CL-13s (Sabre F-86EMod.) under the command of *Capitano* Melotti (94a *Squadriglia*) reviving the *Cavallino Rampante* name. For the first time, the Italian team adopted a highly visible colour scheme: yellow fuselage and upper wings, with dark blue under wings and tail and a red trim. They saw their public debut on May 19, at Torino Caselle, and soon afterwards left for Le Bourget for the Paris Airshow. Smoke generating equipment was improved, allowing the pilot to switch on and off at will, at any, time during the display. The team had a hard time competing with the likes of the *Skyblazers*, the *Black Arrows* and the *Patrouille de France*. However they managed to steal the show by ending their display with a perfect formation landing. A fifth aircraft joined the team on August 31 at Rimini.

The Italian Aerobatic Teams — 2

Below: Republic F-84F-71 RE, 53-6911, flown by Sottotenente Cumin of "Diavoli Rossi" first scheme, Ghedi 1957

diavoli rossi

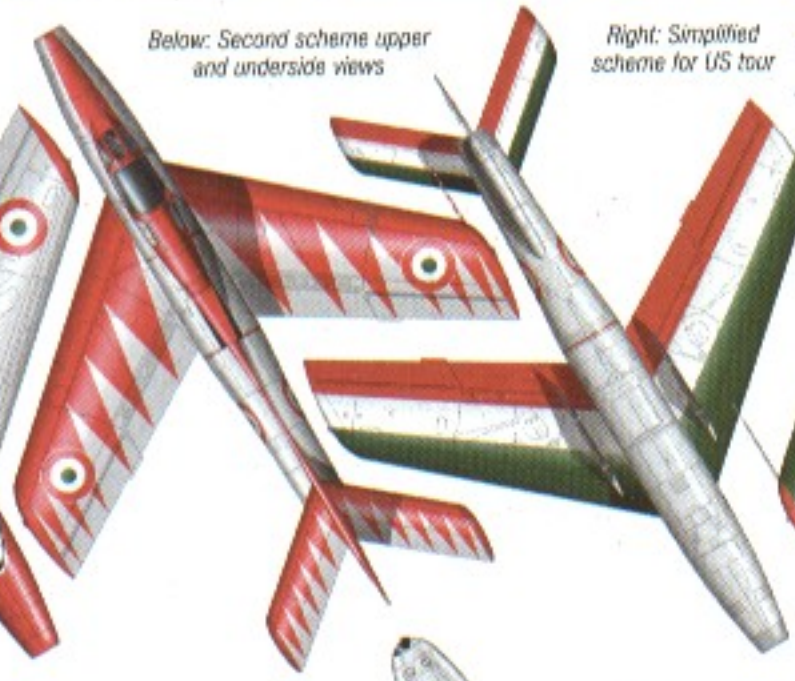
Diavoli Rossi
6a Aerobrigata

i diavoli rossi

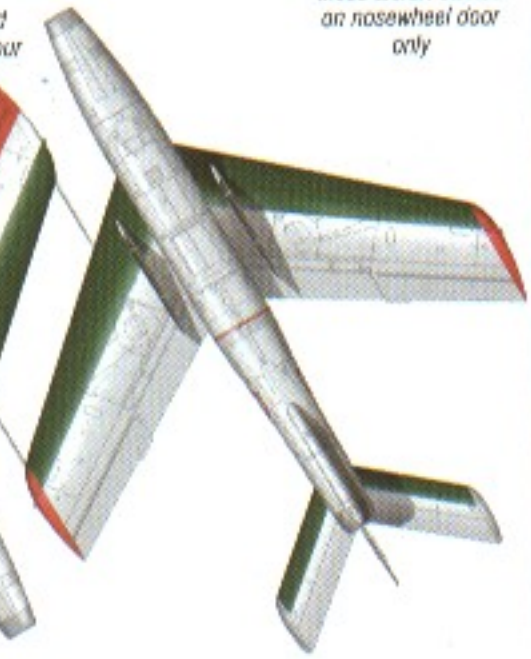
Left: Republic F-84F-71 RE, 53-6969 flown by Capitano Guida, "Diavoli Rossi" second scheme, 1958. Serials on these aircraft carried on nosewheel door only

Below: First scheme upper and underside views

Below: Second scheme upper and underside views



Right: Simplified scheme for US tour



Below: "Cavallino Rampanti" upper and underside schemes

Below: "Lancieri Neri" underside scheme; fuselage is natural metal

Below: Canadair CL-13 Sabre 19596/4-12 of the "Cavallino Ramparte" (1956-57). Other aircraft of this team were 4-20, 4-31, 4-71 and 4-76

Cavallino RAMPANTE
4a Aerobrigata

Below: Canadair CL-13 Sabre "Lancieri Neri" (1958-59). All external serials appear to have been overpainted

Lancieri Neri
2a Aerobrigata

2 of 4

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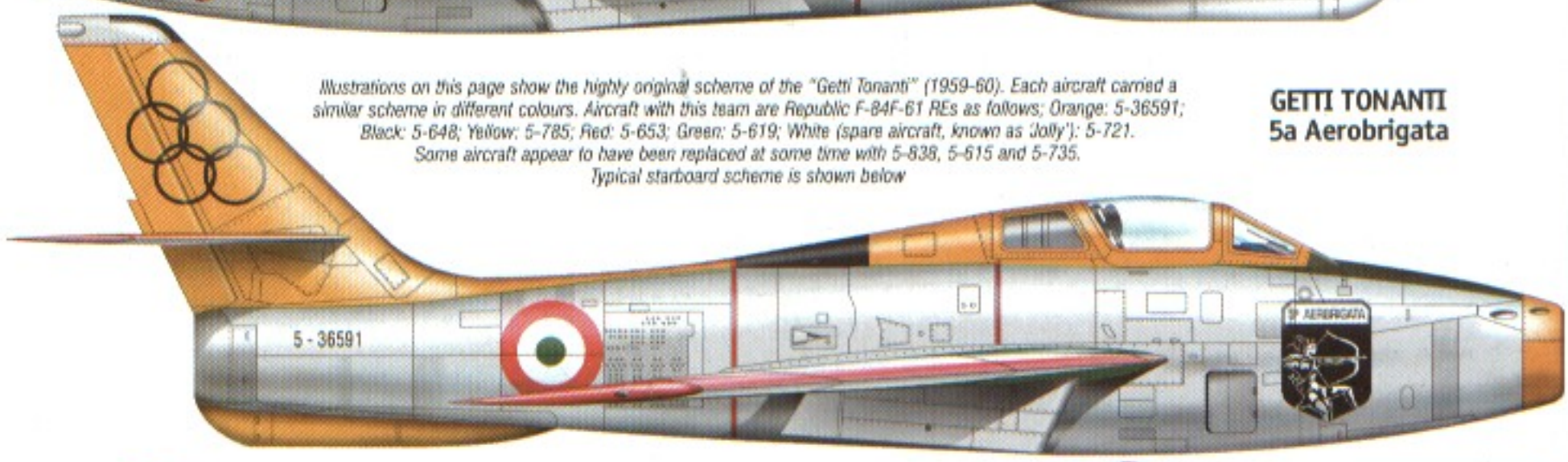
Scale 1:72

GETTI TONANTI

Illustrations on this page show the highly original scheme of the "Getti Tonanti" (1959-60). Each aircraft carried a similar scheme in different colours. Aircraft with this team are Republic F-84F-61 REs as follows; Orange: 5-36591; Black: 5-648; Yellow: 5-785; Red: 5-653; Green: 5-619; White (spare aircraft, known as 'Jolly'): 5-721. Some aircraft appear to have been replaced at some time with 5-638, 5-615 and 5-735. Typical starboard scheme is shown below

GETTI TONANTI
5a Aerobrigata



Upper and underside views of the "Getti Tonanti" aerobatic team aircraft; these show the Orange example; Orange areas are replaced by the other five colours for the other aircraft as shown above

5a Aerobrigata badge carried on starboard side only

Scale 1:72

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The Italian Aerobatic Teams — 4

Frecce Tricolori

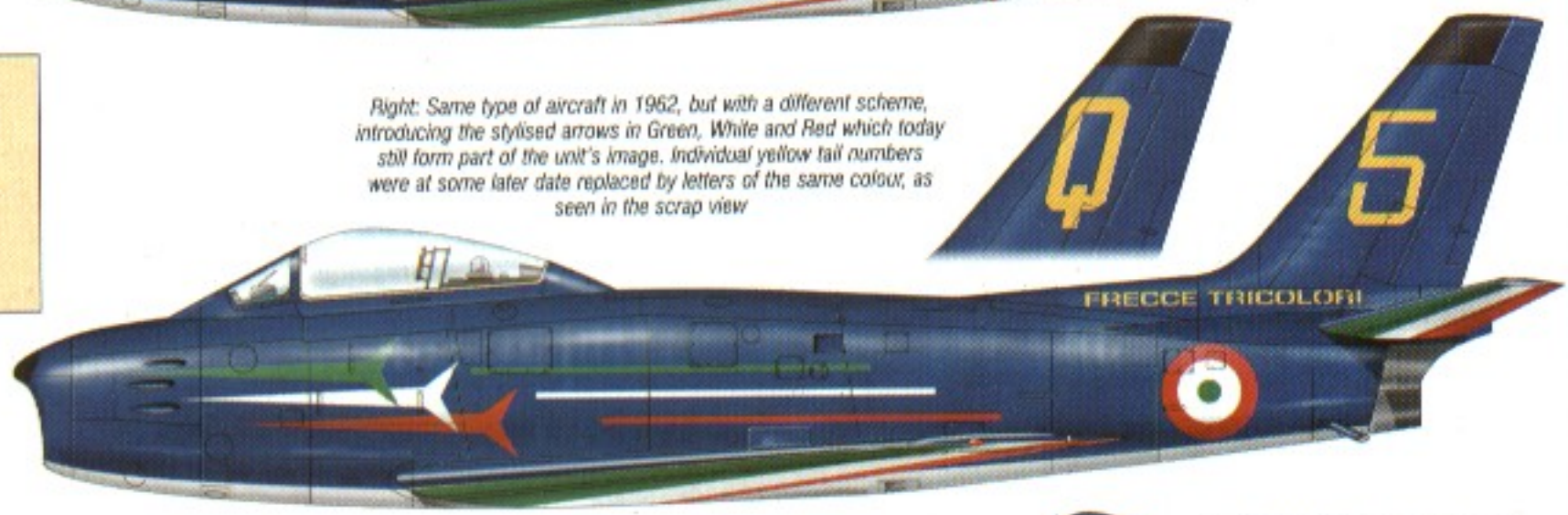
313 ¡ Gruppo Addestramento, based at Rivolto, Italy

Right: First mount of the Frecce Tricolori was the Canadair CL-13 Sabre Mk 4 (F-86E Mod. with the 6-3 wing) in 1961 with this scheme

Serial Numbers

AerMacchi MB.339AD (PAN) Production:
MM.54438,
MM.54473-54486

Converted to PAN from standard MB.339A:
MM.54445 (Dec.89)
MM.54500 (Oct.95)
MM.54517 (Dec.95)



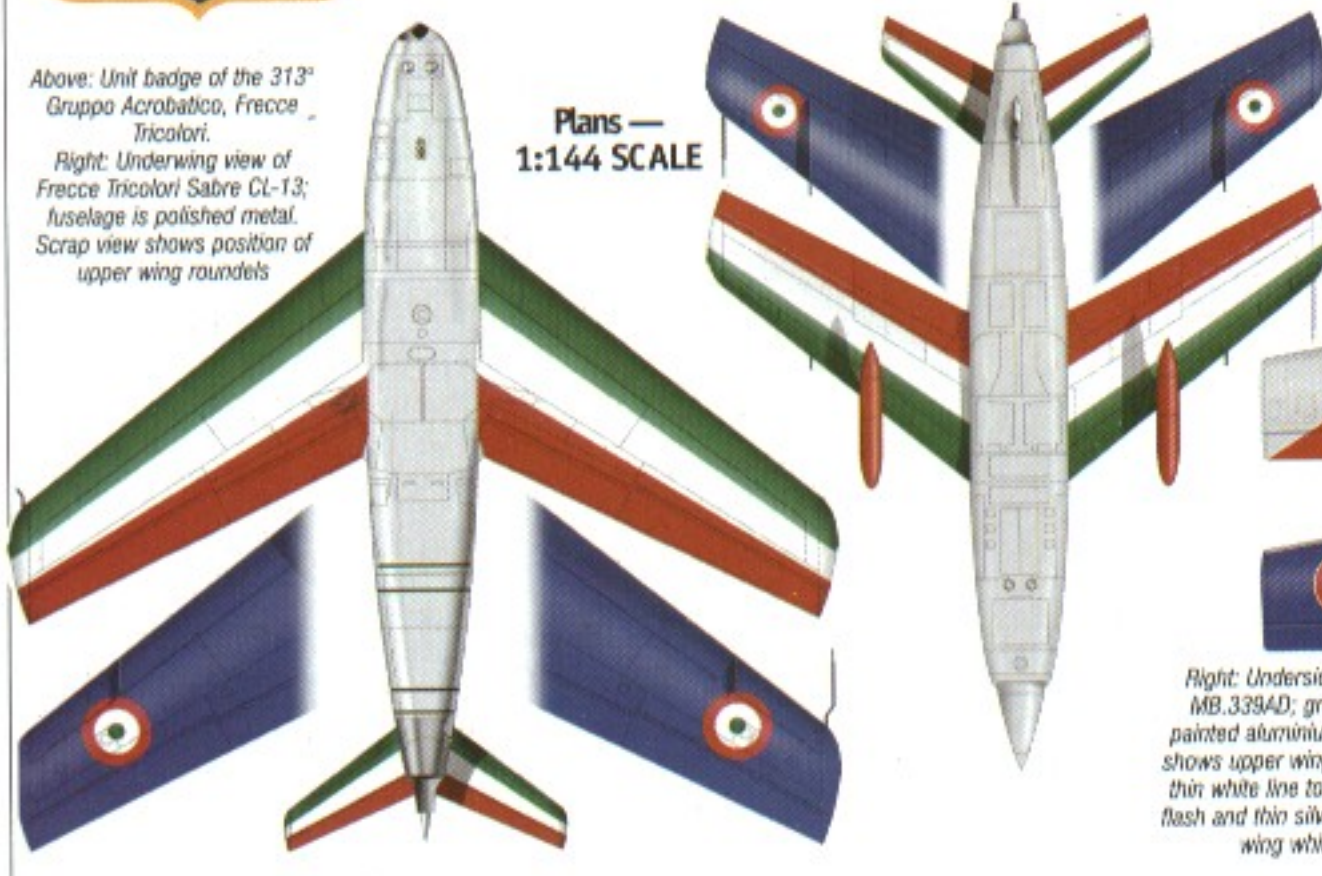
Right: Same type of aircraft in 1962, but with a different scheme, introducing the stylised arrows in Green, White and Red which today still form part of the unit's image. Individual yellow tail numbers were at some later date replaced by letters of the same colour, as seen in the scrap view

Below: The Fiat G.91PAN (pre-production models modified with installation of smoke generating equipment) was introduced in 1964. Note the small underwing tanks containing fuel for generating smoke were standard fit, and retained during displays. A small number of G.91Rs, with the recce nose, replaced some of the worn-out G.91PANs during later years of the type's use by the team

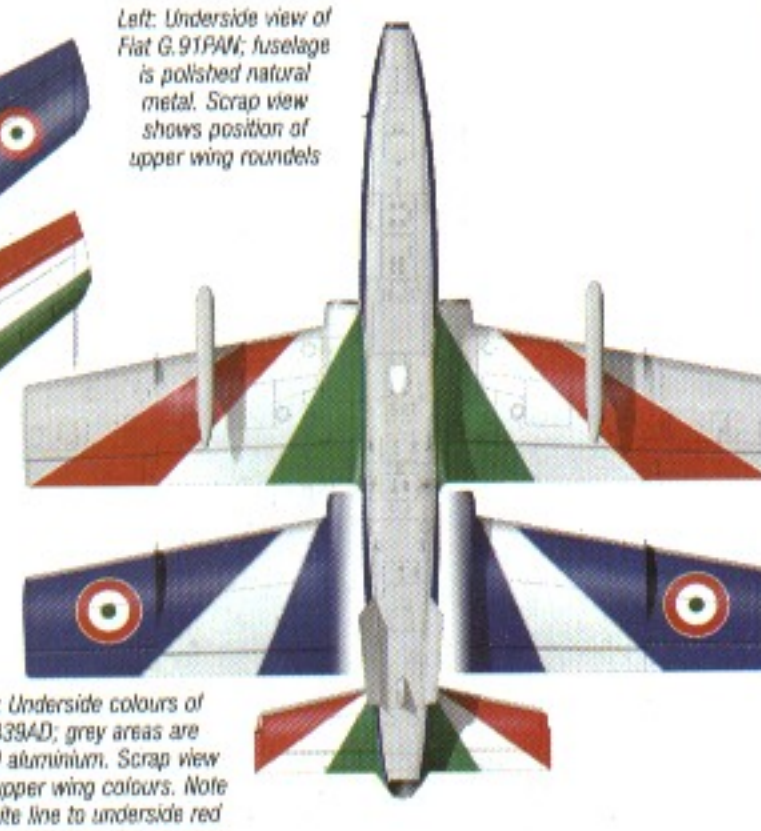
Below: AerMacchi MB.339AD (PAN), flown by the CO of the Frecce Tricolori, Ten. Col. Gianluigi Zanovello during the 1994 season, carrying a command pennant in front of the pilot's name. Fuel for generating coloured and white smoke is contained in the small underwing tanks. Note no wingtip tanks, and additional pair of wing fences close to the wingtip (for details see plans in SAMI, July 1999 issue)

Above: Unit badge of the 313° Gruppo Acrobatico, Frecce Tricolori.
Right: Underwing view of Frecce Tricolori Sabre CL-13; fuselage is polished metal. Scrap view shows position of upper wing roundels

Plans — 1:144 SCALE



Left: Underside view of Fiat G.91PAN; fuselage is polished natural metal. Scrap view shows position of upper wing roundels



Right: Underside colours of MB.339AD; grey areas are painted aluminium. Scrap view shows upper wing colours. Note thin white line to underside red flash and thin silver line to upper wing white flash

Profiles 1:72 Scale

4 of 4

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Reserve team that year was the *Diavoli Rossi* (Red Devils) of the 6° *Aerobrigata* equipped with F-84Fs. By that time it had been established that the reserve team would take over as official team the following year. Thus in 1958 the 'devils' took part (and won) the International Meeting at Liege on June 27, against such tough competition as the RAF *Black Arrows*, Portuguese *Dragoes*, Greek *Acroteam*, Turkish *White Swans*, *Skyblazers* of the USAF and Belgian *Diables Rouges*. The pilots who carried away the cup and medals as best NATO Military Aviation Aerobatic Display Team were: *Capitano* M. Squarcina, *Capitano* G.B. Ceoletta, *Tenente* V. Cumin, *Tenente* G. Dugnani, *Tenente* D. Albertazzi, *Capitano* Luciano Guida, *Tenente* A. Ceriani and *Sergente Maggiore* E. Anticoli. Reserve team for that year was the *Lancieri Neri* (Black Lancers) with six all-black Sabres under the command of an ex-4°*Stormo* veteran, *Tenente Colonnello* Pezzè.

The *Lancieri* took over in 1959 while two other reserve teams were formed, that of the 5° *Aerobrigata* reviving the *Getti Tonanti* name for their F-84Fs. During that same year, the Diavoli Rossi were reconstituted to undertake a US tour on an invitation by the United States Air Force (USAF) and the organising committee of the 1st World Flying Congress. The team performed in Las Vegas on 19 April 1959, flying F-84Fs on loan from the USAF, together with their American colleagues from the *Thunderbirds* (on F-100s), the Dutch *Whisky Four* (F-84Fs), Chinese Thunder Tigers (F-86F) and the United States Navy (USN) *Blue Angels* (F-11 Tiger). *Tenente* Ceoletta was hailed as best solo performer, and the team was asked to perform another tour in the US, for which the loaned Thunderstreaks were painted in a simplified 'Devils' scheme. Their displays in the states of Washington and New York earned them the fame of 'those crazy Italians'.

Official team for 1960 was the *Getti Tonanti* with an important task, that of flying the Italian flag while Rome hosted the Olympic Games. The games inspired their highly original colour scheme, carrying Olympic circles on the fins and individual colour trims. An innovation was the introduction of a soloist (sixth member), who left the main group soon after the first few formation manoeuvres. Overseas tours included Spangdhalem and Ramstein (Germany) in May, England on June 6, Germany again in July, and Spain in October. The *Cavallino Rampante* team was reserve for that year.

Birth of the Frecce Tricolori on the Sabre at Rivolto, with the team members in the foreground. Note how originally ident letters were used on the fin befor the adoption of numbers (R.J. Caruana Archives)

Birth of the Frecce

On January 16, 1961 the 313°*Gruppo Addestramento Acrobatico* (Aerobatic Training Squadron) was formed on a permanent footing, independent of the operational squadrons which had, up to that time, provided the official AMI team each year. Based exclusively at Rivolto airport (near Campoformido, birthplace of Italian aerobatic display flying), it fell under the command of Maggiore Squarcina. The team members, drawn from the 4°*Stormo* which that year would have been the official team, were: *Capitano* Scala (leader), *Sottotenente* Vianello, *Sottotenente* Panario, *Tenente* Sabattini, *Sottotenente* Imparato, *Tenente* Ferri. Their original mounts were Canadair CL-13 Sabres, specially painted blue overall with silver undersides, and green/white/red stripes under the wings and tail — a scheme which has changed very little since then. The official denomination was *Pattuglia Acrobatica Nazionale delle Frecce Tricolori* (National Aerobatic Team of the Tri-Colour Arrows).

In 1962, aircraft with the team were increased to nine as ex-*Diavoli Rossi* and *Cavallino Rampante* volunteers vied for the prestige of joining the *Frecce*. A very important world-wide innovation that year was the introduction of equipment which enabled the pilot to select white or coloured smoke at will. But the most important innovation was to appear in 1963, when the *Frecce* converted onto the Fiat G-91PAN, the first indigenous aircraft of Italy's national display team since 1939. A tenth member, a soloist, was added soon after.

The G-91PAN (*Pattuglia Acrobatica Nazionale* – National Aerobatic Team) were a series of pre-production machines of Fiat's highly successful little fighter, with a specially-stressed airframe to take the extra strain of display aerobatics. The normal, pointed nosecone, later replaced by the familiar camera-nose of the *'Gina'*, was retained. For display flying, underwing ferry tanks were replaced by smaller tanks which housed smoke-producing diesel and dye. These small tanks also acted as ballast to improve the G-91's balance on all axes.

Cannon equipment on either side of the cockpit was removed and replaced by mock barrels. Apart from saving weight the vacated area provided valuable kit space during trips far away from base. The first G-91PAN was consigned to the team on 28 December 1963, when the *Frecce* were under the command of *Tenente* Roberto di Lollo, ex-leader of the *Tigri Bianchi*. The rest of the team, which debuted in public with the new aircraft in 1964, were: *Capitano* Cumin, *Sergente* Linguini, *Maresciallo* Giardini, *Tenente* Barbini, *Sergente* Meacci, *Maresciallo* Liverani, *Maresciallo* Turra, *Tenente* Ferrazzutti and *Capitano* Schievano.

In this form they performed for the first time at Malta during the inauguration of 14-32 runway extension at Luqa on October 1, 1977. By that time some G-91Rs (with the recce nose) had also been converted to PAN standard to replace some of the ageing pre-production machines.

1981 was the last season with the G-91. The 'Little Sabre' (as the Fiat G-91 was sometimes known) was exchanged for brand-new AerMacchi MB.339s. Another highly successful aircraft of Italian design and construction, the *'Macchino'* is a two-seat jet trainer (flown from the front seat only during displays), an aircraft which was examined in detail in SAMI Vol.5 Issue 7 (July 199). With a maximum speed of 485 kts, the aircraft might seem tame compared to the G-91 but in fact its manoeuvrability provides a tighter display circuit than that of its predecessor. The choice of a trainer was similar to that of other air forces, such as the AlphaJet for the *Patrouille* de France and the Hawk for the Red Arrows.

The aircraft is identical to the trainer version except for some structural strengthening, the elimination of the wing-tip tanks, additional mini-wing fences and the addition of smoke-generating equipment. Small tanks under the wing fairings contain diesel and dye which are then plumbed to the jet engine's efflux, where they turn into white and coloured smoke. For the debut of the new machine the team was formed of *Maggiore* Posca (1 – Leader), *Maggiore* Nardini (2), *Capitano* Accorsi (3), *Capitano* Gorga (4), *Capitano* De Podestà (5), *Capitano* Brovedani (6), *Capitano* Nutarelli (7), *Capitano* Moretti (8), *Capitano* Groppiero (9) and *Capitano* Molinaro (10 – Soloist). The unit at the time was under the command of *Tenente Colonnello* Salvi.

One must also remember that the 313°*Gruppo* is an operational unit, just like any other within the AMI. A significant portion of its activity is devoted to operational training in the Close Air Support and Anti-Helicopter roles. In particular, all personnel are trained to obtain and maintain full combat readiness and the *Frecce's* aircraft can be converted to full operational standard, to include wing-tip tanks, underwing cannon pods and rocket launchers.

With such a long tradition, the *Frecce Tricolori* managed to survive even grim moments, such as the disaster at Ramstein of August 28, 1988. Talk of disbandment at the time was rife, especially since it provided some politicians with an excuse to axe defence spending.

However, the team returned to the limelight stronger than ever, and their performances are eagerly awaited by all wherever their shining blue mounts rumble across the skies. Since 1929, Italian Air Force display teams have come a long way; the thrill remains as exhilarating as ever... Italian display pilots have never looked back since the time of Fougier's humble beginnings over 70 years ago.

Richard J. Caruana

The highly colourful Getti Tonanti, official display team for 1960 when Rome was hosting the Olypic Games. Each aircraft was finished in a different colour (R.J. Caruana Archives)

Line-up 2000

FRECCE TRICOLORI LINE-UP – 2000

Ten. Col. Pil. Umberto ROSSI
(Pony 0 - Commander)
Ten. Col. Pil. Maurizio de RINALDIS
(Pony 1 - Formation Leader)
Cap. Pil. Paolo TARANTINO
(Pony 2)
Magg. Pil. Stefano MIOTTO
(Pony 3)
Cap. Pil. Alessandro FIASCHI
(Pony 4)
Ten. Pil. Giovanni ADAMINI
(Pony 5)
Magg. Pil. Ettore PAPA
(Pony 6)
Cap. Pil. Mario FERRANTE
(Pony 7)
Ten. Pil. Rudy BARASSI
(Pony 8)
Cap. Pil. Massimo TAMMARO
(Pony 9)
Cap. Pil. Dimitri MARZAROLI
(Pony 10 - Soloist)
Cap. Pil. Andrea ROSSI Pony
(11 - Trainee Pilot)
Ten. Andrea SAIA
(PRO and Speaker)

Frecce's Web Page:
www.aeronautica.difesa.it/pan

Eagle's Wings

No. 4, by Nicholas J. Wigman

'Komet'

Modelling Dragon's 1/48th scale Me 163B-1a

History

With swept wings; a speed above that of sound; rocket propulsion; a jettisonable take-off dolly; and a landing skid intended to absorb the shock of a 257kmh (160mph) landing - the Me 163 was a revolutionary, exotic and advanced aircraft in a number of ways. Its origins begin in 1926; this was the year when Dr Alexander Lippisch designed his first tailless glider. During the next ten years or so, Lippisch built many aircraft of this type and became involved in rocket propulsion. In 1937, he was asked by the RLM (German Air Ministry) to design a manned aircraft to test the Walter I-203 rocket motor. Rated at 400 kg thrust, this motor operated on a mixture of two liquids which reacted violently when brought into contact with each other. The first one was T-stoff, which was mainly concentrated hydrogen peroxide, and the second was Z-stoff, which was a solution of calcium permanganate in water.

The first powered flight took place at Karlshagen in August 1941where a speed of 800kmh (497mph) was reached. Soon after this flight a speed of 1004kmh (624 mph) was recorded which was 250kmh (155 mph) above the official speed record. Compressibility problems were encountered but these were rectified by modifying the wing leading edges by adding slots. One feature that could not be rectified was the undercarriage. Taking off was done in the conventional manner, but the wheeled dolly was jettisoned once a safe height (15-30 ft) had been reached (in order to prevent the dolly bouncing up and striking the aircraft). Landing was achieved by the deployment of a sprung skid. Heavy landings or uneven ground could result in the suspension assembly failing and the pilot sustaining spinal injuries, or the aircraft exploding due to the volatile fuels being shaken excessively. The 'Komet' was undoubtedly the most demanding aircraft in the history of air warfare. Z-stoff was eventually replaced by C-stoff (hydrazine hydrate solution in methyl alcohol) in a later development of the rocket motor, the Walter II-203b. Lippisch was instructed at this time to design an interceptor with a fast rate of climb and this motor was eventually replaced by the Walter HWK-509A in production versions of the aircraft. It produced a thrust of approximately 1500kg (330 lbs) at sea level but weighed only a little over 100kg. Production Komets entered Luftwaffe service in May 1944. Early Komets were armed with two high velocity 20mm MG-151 cannon but this was changed to two 30mm Rheinmetall MK 108 cannon with 60 rounds each. The flight endurance of the production Me 163B1-a was about seven and a half minutes with a rate of climb of 4900m (16, 080ft) per minute. At altitude, its maximum speed was 960kmh (597mph) which meant that although extremely difficult to hit, it was far more difficult for the Komet pilot to aim the cannon due to the closure speed, and this meant that the pilots had to be above average in their skills. The range of the Komet was about 130km (80m) not allowing for combat time; this meant that the enemy had to fly close to the Komet's base in order for it to be of any use.

The Me 163's first major combat occurred on 16 August 1944, when five Komets intercepted 1096 USAAF bombers which were not instructed to avoid a Komet base (Brandis). A few hits were scored on B-17s of the 305th BG (Bomber Group) but the effectiveness of this attack was negligible, and two Komets were lost.

The 24th August was to be the Me 163's glory day, when Feldwebel Siegfried Schubert destroyed two B-17s and other Komets downed two others, but this success was not to be repeated before the fall of the Reich.

Developments of the Komet were planned but none came to fruition. Statistics of the Komet show that about 80% of losses occurred during taking off or landing, 15% were due to compressibility or fire whilst airborne, and the final 5% were combat losses. By 1945 some 300 Komets were in front line service but only I/JG 400 were able to intercept the perpetual flow of allied bombers. This unit claimed nine bombers, but in the process of doing so lost 14.

The Dragon kit

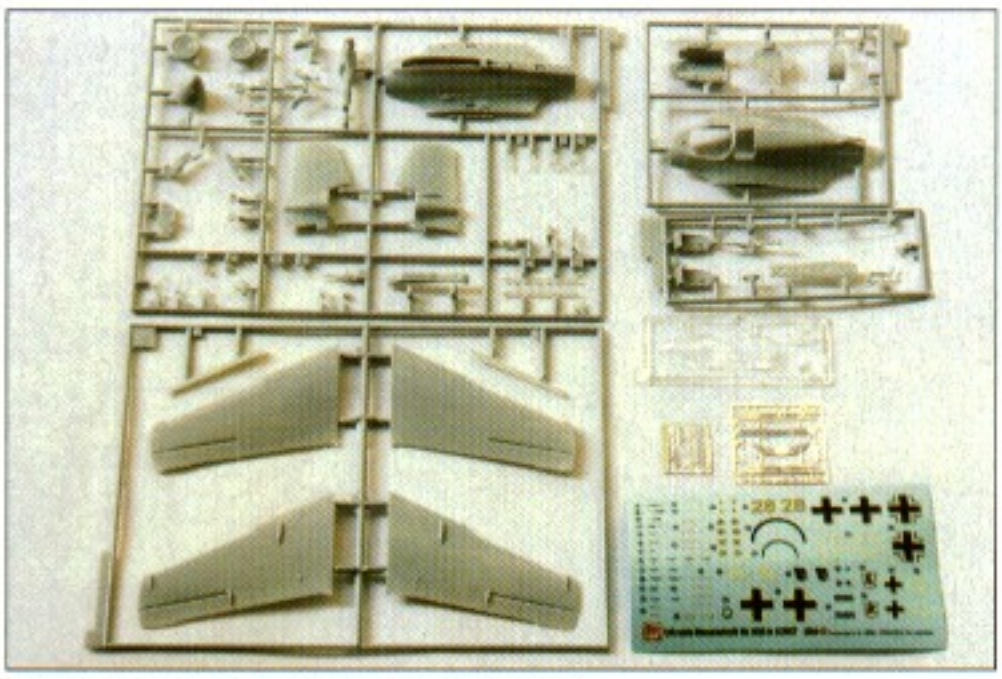
The kit consists of four sprues of parts moulded in light grey plastic, two etched frets, a transparency and decals. The detail throughout is of a very high standard and the panel lines are crisply reproduced. The fuselage halves are split horizontally and the tail assembly is split vertically as they are separate. I am not sure of the reason for this as I would have expected only the tailfin to be a separate item. That said, a high quality manufacturer such as Dragon could have a very good reason for this! No engine parts are present, as in the Me 262 and He 162 kits from the same range. As the rocket motor has a relatively simple shape I'd expect it to be quite easy to reproduce. The etched frets are very well made and the rivet detail of these components is very nicely done. Despite the complexity of the shape of the canopy it is excellently recreated with no optical aberrations, blemishes or moulding lines and looks to be scale thickness. Two decal options are present and the decals look to be of a high standard despite being a little thick. Finally, a pilot figure is included in the kit, and I chose to construct this kit with the addition of the Eduard etching set.

The Eduard Set

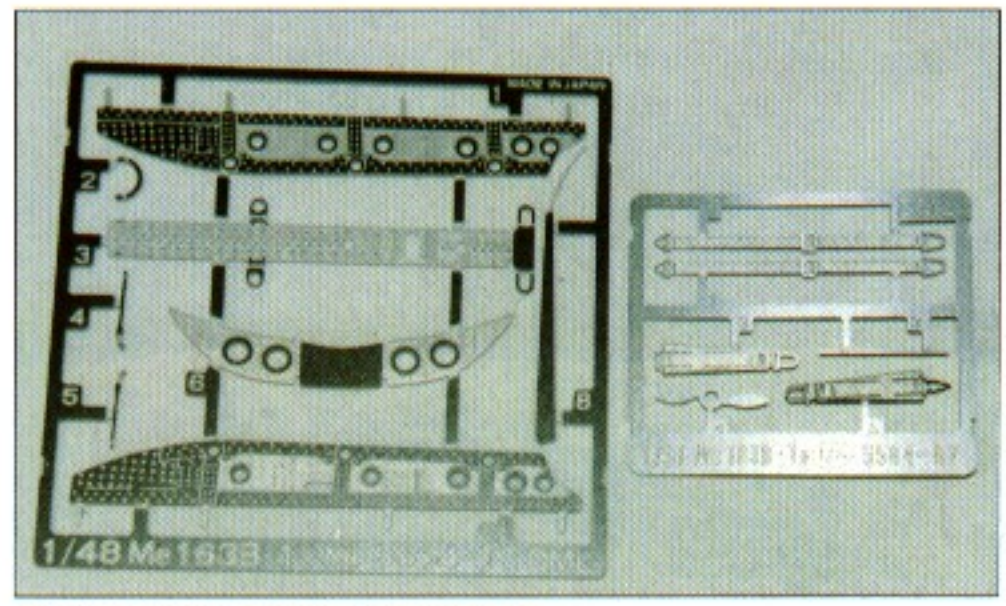
This is quite a neat little set, which despite having relatively few parts would enhance the model in a subtle way by adding that extra detail. The fret contains such items as seat belts, two sets of rudder pedals, a new cockpit floor, framing for the armoured glass, landing flaps, and cockpit straps (not to be confused with seat belts). The nicest addition this fret gives the Komet is the instrument panel which is made up of two sections. This is very well manufactured and accurate when compared to my references. An acetate sheet for the instruments is also included which I think is the most effective method of reproducing the dials and gauges. This fret is made from brass, which I personally find to be the best material for the purpose as it is softer than the stainless steel frets included in the kit, which are harder, more brittle, and more difficult to clean up.

Stage 1 - The Cockpit

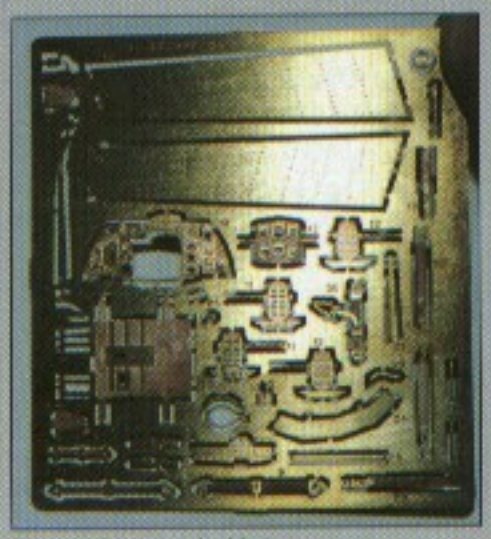
The cockpit tub was nicely moulded with a nice but slightly simplified level of detail. The first stage of modifying this one-piece moulding to accommodate the various Eduard etchings was to scrape away the floor detail and also the four straps. These straps were arranged two on either side across the top and down each of the fuel tanks. The etched floor was then bent into shape and superglued to the tub. The actual colour of the cockpit would be RLM 66 Schwarzgrau. I personally prefer to paint a lighter shade of grey followed by a wash of thinned out black to accentuate the details. With this in mind the assembly thus far was given a coat of ocean grey followed by a



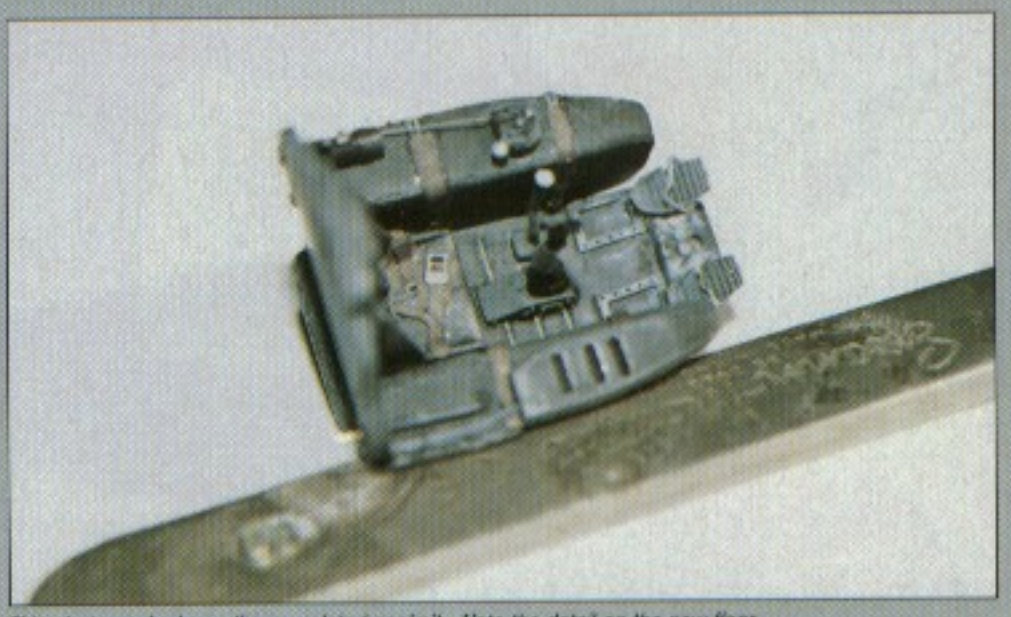
This photograph shows the contents of the Dragon Me163 kit



The excellent stainless steel etchings included in the kit



The neat Eduard etched fret



This photograph shows the completed cockpit. Note the detail on the new floor

Another view of the cockpit. Note the small bundle of wires and the piping on the right-hand cockpit console

A view of the excellent instrument panel

This photograph shows the Eduard seat belts in place, and the throttle control cable

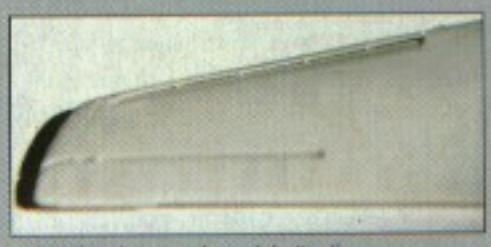
A view of the excellent instrument panel

Clamping the fuselage in order to obtain a good fit. Note the Plasticard strip in the lower tail joint

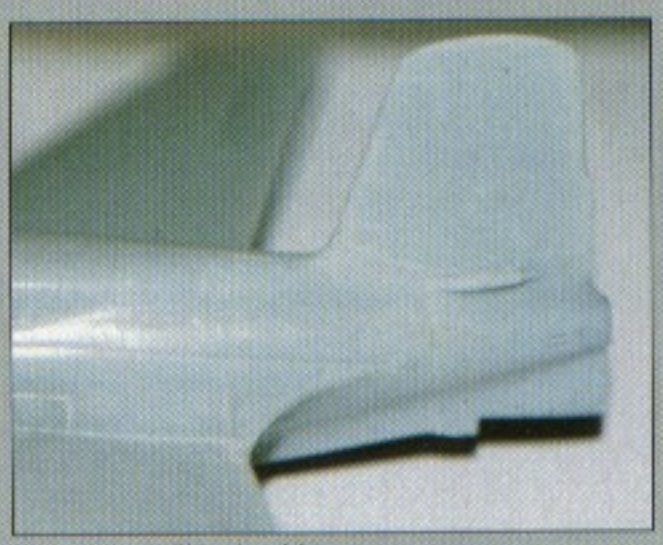
This view shows the detail behind the cockpit

Another view of the clamping arrangement

This view shows the simple wing assembly (note the nice fabric effect on the control surfaces)...



...but the slots need careful attention



The completed tail/ fuselage joint

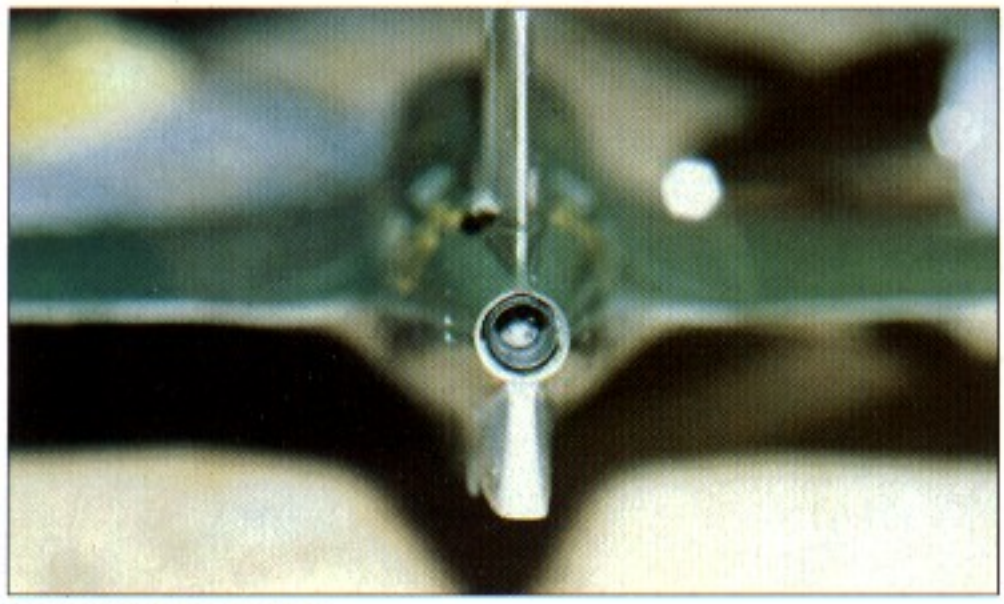
The kit was looking more the part after the camouflage scheme and decals were applied

Another view of the installed cockpit. It is small but very visible due to the large cockpit opening

The complete airframe assembly

A close-up of the tail. Note the soft mottling effect

The fit of the cockpit into the upper fuselage was excellent as can be seen here

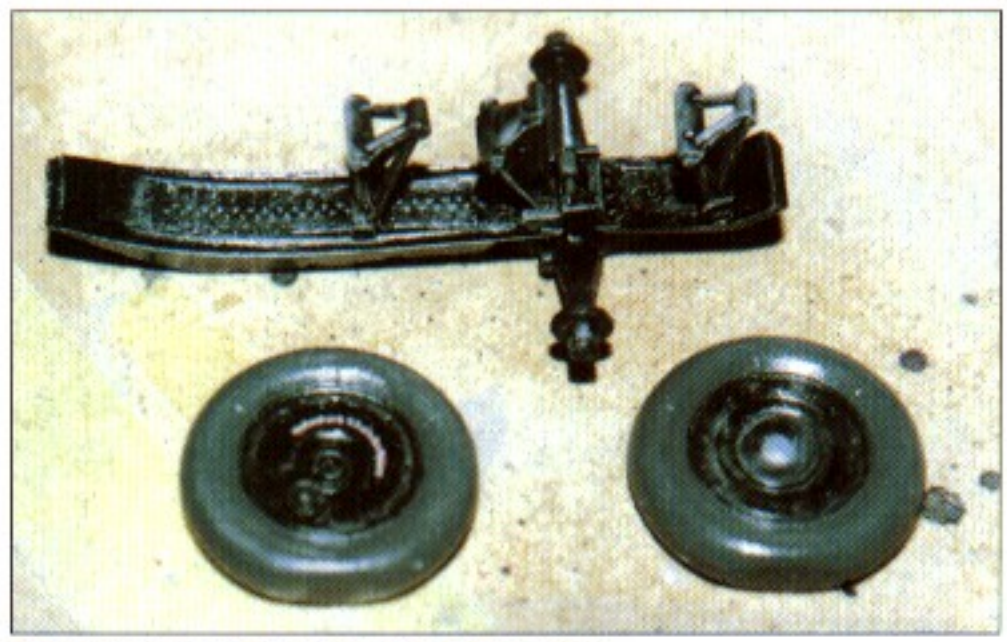


The jetpipe was neatly reproduced

couple of washes of black to achieve the required darkness. A light dry brushing of aluminium was given to the cockpit floor and other areas where wear or chipping would be apparent. While this was drying the aforementioned straps and (Eduard) seatbelts were painted tan and also given a wash of black. The seat looked accurate according to my references but needed some cleaning up to remove the moulding lines. With this done, it was painted ocean grey and treated in the same manner as the rest of the cockpit assembly (above).

The seat was also given a dry brushing of aluminium in order to display wear. The headrest was painted French brown, given a black wash and a very, very light drybrushing of cream in order to reproduce a 'soft' appearance. The buckles on each of the straps and seatbelts were painted steel while still on their respective frets. Once this had dried the four straps were attached to the cockpit sides using superglue but it was necessary to make a short (1-1.5 mm) horizontal cut into the box on the right hand cockpit console to accommodate the strap. The seatbelts were then glued to the seat and the seat added to the rest of the tub. The rudder pedals were painted aluminium with cream straps and glued to the cockpit floor. According to my references a pipe and a loom of wires were situated at the top rear of the right hand cockpit console. Two holes were drilled into the tub bulkhead and one hole was drilled into the right hand console just behind the prominent box with a 1mm diameter drill. A short length of brass wire was bent into shape and inserted into its two respective holes, secured with superglue, painted ocean grey and treated as the rest of the cockpit. Small lengths of thin brass wire were glued together to form a bundle and secured together with small loops made from the same. These were painted light grey and ran from the rear of the right hand console box to the remaining hole in the tub bulkhead. The throttle quadrant, trim handwheel with its small console, cockpit sides and instrument panel (which was a number of etched parts) with its respective handles were painted ocean grey and treated as the rest of the cockpit. A light dry brushing of white was used to accentuate the detail a little further as some of these parts would hardly be visible due to the small size of the cockpit. The throttle quadrant was glued into position on the left-hand cockpit console and the end of the handle was painted white. The left-hand cockpit side console complete with handwheel was glued into position into the inside of the upper fuselage and the handwheel handle was painted white. The oxygen hose and regulator were painted black, dry brushed lightly in light grey and glued into the right hand side of the upper fuselage cockpit. All that was left now was the assembly and installation of the instrument panel. To start with, the backing of the instrument film was painted white and left aside to dry. The details in the kit's instrument panel were filed off (as this ensures flatness) and painted black. The Komet's instrument panel was comprised of two parts, the centre section containing the primary flying instruments such as altimeter, air speed indicator, artificial horizon and temperature gauge. The rest of the instrument panel contained instruments such as engine monitoring instruments, undercarriage gauges and handles, and oxygen level meters. As is standard with WWII Luftwaffe aircraft the respective colour codings of the primary aircraft systems were painted in, for example emergency handles were painted red and some of the fuel gauges were rimmed in yellow. The instrument film was cut into its three sections and carefully glued to the backs of the etched instrument panels whilst they were still on the etched fret. These etched panels were then moved from the fret and superglued to the already prepared kit panel. The small array of handles was attached to the instrument panel and its top centre 'flap' was bent so as to be horizontal. This finished panel was then attached to the rest of the cockpit and, as a final touch prior to the installation to the cockpit, a control rod was added which ran from the rear of the throttle quadrant to the handwheel console.

The cockpit assembly was then installed into the upper fuselage with no trouble at all as its fit was excellent and left no gaps along either side. The upper fuselage decking just aft of the cockpit was a simple affair to assemble and it was painted RLM 66 and installed with no difficulty at all.



The excellent skid assembly and wheels prior to their installation

Stage 2 - The Undercarriage Bay

This consisted of a plastic floor, actuator assembly and two beautifully etched sides. All these parts were painted RLM 02 and the etched sides were painted whilst in situ on their fret. The details of each part were then picked out by the use of a black wash and Rub 'n' Buff and the sides were then removed from their fret by careful cutting. As the kit frets are made from stainless steel they are somewhat harder to cut than brass etchings; because of this I chose to carefully hold the required parts and bent the rest of the fret until the part became free. Once this was done the lugs on the sides were offered through the holes in the floor and bent over, thus ensuring correct placement, and secured with superglue. Finally the actuator assembly was glued to the floor. The whole undercarriage bay assembly was attached securely to the lower fuselage half with Araldite and left to dry. The reason I chose this glue was that it is more resilient than superglue and having made Komets before I have seen how important it is to secure the fuselage parts firmly.

Stage 3 - The Fuselage Construction

This stage began by painting the inside of the rear fuselage, where the tailpipe would be, RLM 02 and leaving it to dry. Once dry the two tail halves were joined together with plastic weld and the resultant joins sanded smooth. I then chose to trial fit the upper and lower fuselage halves with the nose cone and tail assembly. It was apparent that the nose cone would not sit concentric in relation to the rest of the fuselage. This was cured simply by removing the lugs and the nose cone thus enabling a greater freedom of movement in order to achieve the right fit.

It was also clear that the fuselage/tail fit could be problematic as the tail was slightly wider and shallower than the forward fuselage section. This was remedied by gently compressing the rear of the fuselage halves together from top and bottom thus pushing the sides out while reducing the overall depth. Now that I'd ascertained any problems inherent with the fits of the various fuselage parts, I started construction by gluing the upper and lower fuselage halves together and securing with tape. The fit here was very good so I also chose to attach the nose cone as well. This assembly was then left aside to dry thoroughly. Once dry I removed the tape and placed the tail assembly in the required position. This joint was flooded with Plastic Weld enabling a small degree of movement which was helpful in making minor corrections. A G-clamp was then placed over the rear of the fuselage just before the join and tightened until it was clear that the overall fit was as flush as could be achieved. The lower part of the tail was a little narrower than the fuselage so a strip of thin Plasticard was glued into this join to open the two halves out to achieve a better fit. The fuselage assembly thus far was left aside to dry, and then the resultant joins were cleaned up with only a minimal amount of filler required. As the rear fuselage join would be under some stress due to the elastic properties of the plastic, I chose to apply another application of plastic weld and re-sanded the joins.

The transparent insert just behind the cockpit was trial fitted and was found to be marginally too tight, but this was remedied by the use of a fine flat needle file. I was pleased to see that the fit of this part was very good because if not the required sanding would remove the windows. However, because the fit was good I masked off the windows with masking tape and sanded each join in turn until flush.

Stage 4 - The Wings

The wings were simple affairs, each comprising an upper and lower half. I was impressed with the intricacy of the moulding as the wings exhibit a distinct twist from the root to the tip, and this twist looked spot-on when compared to my references. The upper and lower wing halves of each wing were glued together and when dry the joins were sanded. I was pleased to see that the trailing edges were commendably thin. In order to resolve the aforementioned compressibility problems of the Me 163 Komet the wings were modified to include leading edge fixed slots. These looked well reproduced in the kit but upon installation their simplicity belied problems. I found that due to the thinness of the slot fairings (or upper sections) it was very difficult to achieve a good fit, as the cross-section available for gluing was so small, and the use of too much glue would result in the slots becoming filled. However, a number of light applications of plastic weld in addition to small dots of superglue on the tops of the slot splitters resulted in an adequate join, provided the required sanding was done very lightly. A small amount of filler was required to blend in the join, but sanding with very light pressure resulted in very smooth joins. The wings were then trial fitted to the fuselage and they were very well fitting both in terms of gaps and correct alignment. Whilst holding the wings in place, each wing/fuselage join was flooded with plastic weld, any small

corrections being made and the assembly left to dry thoroughly whilst the model was standing on its nose.

This helped to eliminate the effect of gravity and prevent the wing tips from drooping. Once dry only a minimal amount of sanding was required and any faded or removed panel lines anywhere on the model thus far were rescribed. The landing flaps are included in the Eduard etched set, but as I felt they would be a little thick I chose not to use them.

Stage 5 - Colour Scheme

Two colour schemes are included in the kit, but I was disappointed by the descriptions of the colours used for each of them. Colours such as light blue, olive drab and dark green were mentioned, and these would be replaced by RLM 76 Lichtblau, RLM 81 Braunviolett, and RLM 82 Dunkelgrun respectively. Apart from this discrepancy both schemes looked good and the decals, although looking a little thick, were of good register and opacity. No swastikas were included but as I had some already in my decal bank this did not present a problem. The option I chose to finish the model with belonged to 1/JG400 and had a solid upper scheme of RLM 81 and 82 with the tail in a light mottle. The rest of the aircraft was RLM 76 and the front of the nose cone was yellow bordered in black.

After masking off the tailpipe aperture, cockpit and undercarriage (if you can call it that) bay, the complete model was given a light coat of Halfords Grey Primer.

As the surface detail was finely engraved it was important to use only light coats throughout the finishing process so as to preserve it. The primer would show up any blemishes or joins and as none were present it was time to move on to the spraying.

I always use paints from the Aeromaster acrylic range, and the nose cone was given two coats of RLM 04 Gelb. The required yellow area of the nose cone was then masked off using Tamiya masking tape. The fuselage (up to the level of the wings) and tail were given a coat of RLM 76 Lichtblau and left to dry. Once dry, the areas of RLM 81 Braunviolett were applied and a light mottle was sprayed onto the tail using a fine spray. Next the RLM 82 Dunkelgrun areas were applied in the same manner with all demarcations and mottle, again using a fine spray. The kit instructions show a sharp demarcation between the colours on the fuselage, but I chose to feather the union of the colours.

This was quite an easy scheme to apply and would be an ideal beginning to modellers starting to make Luftwaffe aircraft as some of the schemes used can be quite complex and difficult (for instance the 'mirror wave'). The important thing here is to keep the airbrush spray quite fine so as to achieve a definition to the demarcations. This effect is exaggerated due to the small size of the Me 163 in 1/48th scale.

The masking was removed (except that just behind the cockpit) and now the model was beginning to look the part. The whole model was then given a light coat of Halfords clear lacquer which serves two purposes. Firstly it preserves the paint finish and protects it from the elements, and secondly it gives a nice glossy finish that is required for the application of the decals with setting solutions.

The decals were then applied, and this proved to be a simple procedure. I used Micro Sol and Micro Set to settle the decals and they reacted well, conforming nicely to the curves of the aircraft. I did find, however, that the narrow black band around the nose cone did not quite fit properly as the ends did not meet.

This was easily cured by cutting the decal into three smaller sections and aligning them. As mentioned earlier, no swastikas were included in the kit, so it was necessary to obtain them from other sources. Once the decals had dried out the whole model was given a light wash of water with a little detergent added. This serves to remove the excess setting solutions. Again the model was allowed to dry and another light coat of Halfords lacquer was applied which seals the decals and forms a watertight layer. I elected to highlight some of the panel lines with watercolour paints. A children's set of watercolour paints works well; I obtained my set from a local newsagent. The application was quite a simple process and started with mixing the paint (black or brown) with water until a fairly thick consistency was attained. This was then brushed on ensuring that the paint was worked into the required lines. Once dry, the excess paint was wiped off with a very lightly damped cloth. Once all the excess had been removed and there were no streaks, lumps of paint, or areas where too much paint was removed, the model was checked over before giving it another coat of Halfords lacquer. Again this served to seal the model as the watercolour would be smudged or streaked when handling the model.

The finished Me 163 Komet. Note the subtle effect of highlighting some of the panel lines with water colours

Stage 6 - The Skid Assembly

Now that the Komet was nicely taking shape, it was necessary to turn my attention to other areas of the kit. The skid assembly proved to be a little difficult to make but patience proved to be the key. Firstly the four lugs on the etched plate were bent until just short of perpendicular to the plate. This plate was secured to the kit skid and there are three colour options for the skid; RLM 76, burnt iron, and black. On consulting my references I chose to use black. While this was drying, I removed the three skid mounts from the sprues and gave them a little cleaning up. I chose to paint these in black, and once dry, I gave all the skid components thus far dry brushing of light grey as white would be too bold. The etched plate has some nice rivet detail that was nicely brought out by the dry brushing. A little Rub 'n' Buff was then applied to show wear. The installation of the skid into the fuselage started by carefully placing the three mounts into their respective positions. Their positions were determined by means of small protrusions on each mount being inserted into holes in the fuselage. I chose not to glue them yet, as some adjustments may be necessary in order for them to mate correctly with the skid. The skid, with the lugs already partially bent, was offered up to the mounts and the forward lugs were bent further in order to envelop small protrusions on the mount. Once a secure fit was achieved the same procedure was carried out on the rear mount. The middle mount has no firm attachment as it merely rests in a cut out in the etched plate. Once the whole skid was aligned correctly from the side, front and longitudinally, each join was secured with an application of superglue. This assembly actually seemed quite firm which I was relieved about as it looks quite fragile! Each wheel was a one-piece affair and some cleaning up of the moulding seams was necessary. I also chose to slightly flatten them to simulate the weight of the aircraft. The wheels were painted black, and the tyres in tyre black. Once dry, they were each held on a mandrel made from stretched sprue and given a coat of Halfords lacquer and their respective decals were applied. These were sealed by another coat of lacquer.

The axle assembly was cleaned up, painted black, and glued to the skid, ensuring that the wing tips were the same height above the 'ground', as it would be easy to get the aircraft leaning to one side. The wheel hubs were given a light application of Rub 'n' Buff to accentuate the nice detail.

The completed kit

The camouflage scheme was quite easy to apply and pleasing to the eye

Stage 7 - Odds and Ends

The tailpipe was painted black mixed with a little red (which gave it a burnt look) and finished off with Rub 'n' Buff. This was then installed into its aperture in the fuselage. Two styles of tailwheel are included in the kit: one has a fairing whilst the other does not. Nearly all the photographs in my references depicted Komets with the unfaired type, so I chose to use this option. A small etched ring was added to the wheel and the tyre was painted tyre black with the rest being RLM 02 Grau. This was then installed into the fuselage. Two types of FuG 16ZY radio receiving aerials were included in the kit, in addition to one in the Eduard set. I chose to use the taller one, which was more common in my references, from the kit as it was made from stainless steel as opposed to brass and therefore would be stronger. This was painted in the camouflage colour with the end in black, and glued into position just behind the cockpit. The small generator drive propeller was easily assembled, painted black and installed in the nose.

The pitot tube was attached to the port wing, painted in the camouflage colour with the narrow part in black. Two small loop aerials were suggested in the Eduard set but as neither could be found in any of the photographs available, I chose not to use them. The FuG 25 aerial was made from fine stretched sprue, glued in place on the underside of the port wing and painted RLM 76. The canopy latch and canopy release (which was prominent on the left side of the cockpit) were offered in Eduard's set.

The longer of the two, the release, was painted red while the other was RLM 66 with a red knob. These were attached to the cockpit coaming with superglue. The kit canopy was beautifully reproduced as it was very clear and free from moulding flaws. A little flash was evident but this was simply cleaned up. The canopy was masked with Parafilm M and painted RLM 66 first as this would be visible from the inside. It was then painted in the camouflage colour and all masking was removed.

Stage 8 - Finishing Touches

A small etched disc from the Eduard etchings was glued in place just forward of where the armoured glass would be, and painted RLM 66 with a little Rub 'n' Buff to bring it out. The underside of the model was given a coat of matt varnish, and when dry the upper surfaces were given the same. Each of the instruments was treated with a careful application of gloss varnish to simulate glass. Also included in the Eduard set was a 'rim' for the 90mm armoured glass, complete with braces. The rim was carefully attached to the kit transparency using Clearfix and left to dry. It was then painted RLM 66 and carefully glued into position ensuring that it was vertical to the cockpit coaming. The etched support plate and braces were painted RLM 66. The support plate was affixed using Clearfix, and the two braces attached with superglue. That beautiful canopy, complete with handle, was attached to the cockpit side with a careful application of Plastic Weld, and the support rod (which was RLM 66) was added.

Finally the weathering consisted of a limited use of Rub 'n' Buff where slight wear would be evident, as too much would not be technically correct for an aircraft with such a short service life. The underside of the skid would show wear as well as the wingtip bumpers, as when the aircraft slowed down after landing one of the tips would scrape on the ground. A lightly worn and chipped paint surface would be evident near the wing roots and fuel filler caps.

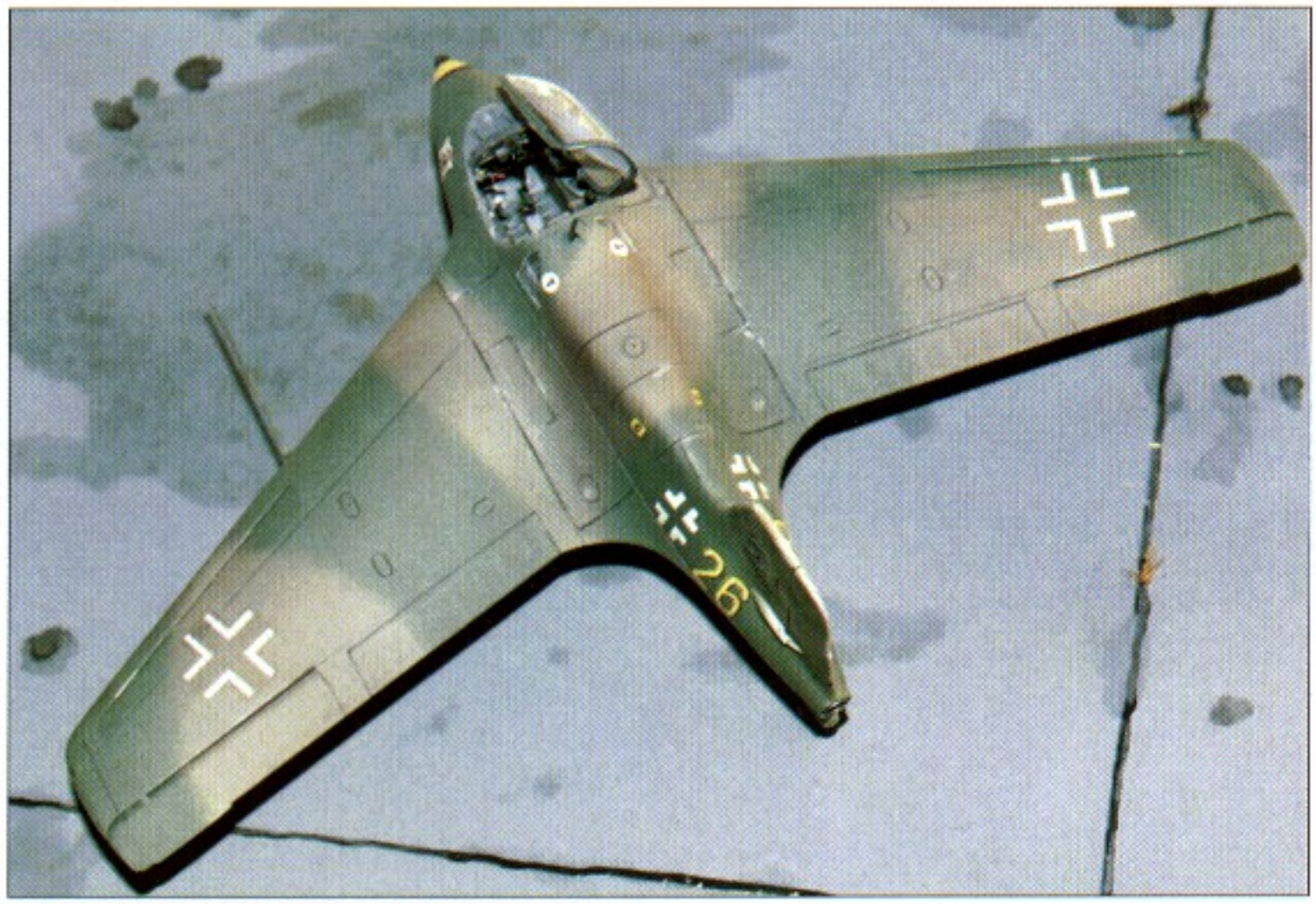
Conclusion

I have to admit that I thoroughly enjoyed making this replica of a remarkable aircraft. This project was not too involved and although the kit itself is of a very high standard, the Eduard etchings add that little bit of extra detail. The fit of parts was generally very good though a little work was needed here and there, but no major problems were encountered. Only a minimal amount of modification to the kit was needed to facilitate the inclusion of the Eduard etchings. Retailing for around £20 to £25, it may seem a little expensive (although it is currently available for £9.95 under the Revell® label - Ed) but the end result is thoroughly pleasing and accurate. This project would be an ideal starting point for someone who is just beginning to make model aircraft as it is relatively easy to make.

For the slightly more advanced modeller, the inclusion of the etched set provides a nice project to work on with more than one media and the camouflage schemes are fairly easy. For the more advanced modeller, modifications to the kit to show removed access panels and dioramas could be interesting possibilities. In essence, this is a kit that I recommend to modellers of all levels, and a definite must have for any Luftwaffe enthusiasts.

Nicholas J. Wigman

References:
1. Wings of the Luftwaffe, Eric 'Winkle' Brown, 1977
2. German Aircraft of World War II, Blitz Editions, 1996
3. Messerschmitt Me 163 'Komet' Vol II, Schiffer Books



Slight weathering was applied which rounded off this most enjoyable project

New Kit Listing - Update

Here are a few updates to the list we published last month

• Academy
1/32nd
F/A-18A Hornet •
F/A-18C Hornet •
F/A-18D Hornet •

• Aeroclub
1/72nd (IM/WM/VF)
Hawker Demon *
Hawker Hart/Audax *
Hawker Hector *
Pilatus PC-9 *
Shorts 184 *
RAF F.E.8 *
Fairey IIF *
Raytheon T-6 Texan II *
1/48th (VF/IM/WM/R)
EE/BAC Canberra (versions TBA) *

• AJP Maquettes
1/48th (EB/WM)
Potez XXV A2 *
Potez XXV TOE *
Latécoere 28 *

• A-Model
1/72nd (IM)
7219 Beriev & Ilyushin I-207 *
7232 PZL-104 Wilga *
7234 Mil Mi-1M *
7230 Yak-18 'Mores' *
7233 Yak-130 *
7235 Yak-4 *
7237 Ka-26 *
7239 MiG-AT *
7240 Ka-25 *
7242 Ka-15 *
7243 MiG-9L *
7246 Shevchenko & Nardin IS-1 *
7247 Yak-18U *

• Azur
1/72nd (IM/EB/VF)
Curtiss H-75 A-2 *
Clerva C.30 *
Romeo Ro.37bis *

• Condor
1/48th (IM)
F-103A-1/Reichenberg IV
F-103/V1

• Copper State Models
1/48th (R/EB/WM)
Sopwith Swallow *
MoS A1 *
Gotha G.II *
RK.8 'Big Ack' *
LVG CL.XVI *

• Craftworks
1/32nd (R/EB/WM/VF)
Arado 234B *
'Westland 'Whirlwind *
Hawker Tempest Mk V *

• Dragon
1/72nd (IM)
P-61A Black Widow*
Lockheed P-38J *
1/48th
He 162A-2 *
Junkers Ju 188A-1 *
Me 262B-1a/U1 *
Bachem Ba 349 *
Fw 190D-12 *
Me 262A-1a/U3 *
Fokker D.VII *
Fokker D.VII & Udet bust *

• Dragon-Shanghai
1/72nd
2501 Mil-28 Havoc *
Sukhoi Su-24 Fencer D *
2503 Sukhoi Su-24 Fencer C *
2517 Sukhoi Su-37 Super Flanker*#
2518 Sukhoi Su-35 *#
Northrop YF-22 *
Kamov Ka-50 Hokum *
MiG-15 *
Jian J-6 *
Sukhoi Su-24MR Fencer F *
Mistel 5 *
Arado Ar 234C-3 *
Heinkel He 219A-0 *
Focke Wulf Ta 152H-1 *
Dornier Do 335A-1 *
Dornier Do 335B-6 *
1/48th
Fokker Dr.I *
Spad 13 *
Fokker Dr.I 'Joseph Jacobs' *
Fw 190A-8 *
Fw 190A-5 *
Fw 190A-8/R11 *
Ju 88C-6 *
Ta 154A-0 †
Ju 88A-4 †
Fw 190G-3 †
† The last three items are all based on Dragon tools, but they have only so far ever been available in the Revell® range.

• Dujin
1/72nd
Klemm KP 151 *
Caudron C.460 Frigate *
Flieseler Fi 99 Jungtiger *
Robin DR 315 Petit Prince *
Robin DR 360 Chevalier *
Robin DR 400/160 Major *
Robin DR400/160 Remo *

• Fonderie Miniature
1/48th (IM/R)
Arsenal VG 33
Short Sunderland

• Heller
1/48th (IM)
F-15 Eagle *†
Note: Item marked *† is ex-Airfix

• Hi-Tech (Jourdan Modelle)
1/48th (IM/R/EB/VF)
Nieuport N.24/27

• ICM
1/72nd
72061 Yak-7 •
72071 Polikarpov I-16 Type 24 •
72081 Sukhoi Su-2 •
72091 'Zveno-SPB' (TB3 + 2d-16) •
1/48th
48013 Yak-9DD +
48041 Yak-7DI/Yak-9 early +
48071 Sikorsky S-16 •
48061 V.S. Spitfire Mk IX •
48062 V.S. Spitfire HF Mk VII •
48063 V.S. Spitfire Mk IX (IAF) •
48064 V.S. Spitfire Mk XVI •
48081 RAF Pilots & Ground Personnel •
48091 Luftwaffe Pilots & Ground Personnel •
48101 Messerschmitt Bf 109E-1 •
48102 Messerschmitt Bf 109F-2 •
48103 Messerschmitt Bf 109F-4 •
48104 Messerschmitt Bf 109F-4/B •
48105 Messerschmitt Bf 109F-5/6 •
48111 Messerschmitt Bf 109G-2 •
48112 Messerschmitt Bf 109G-6 •
48131 Messerschmitt Bf 109K-4 •
48141 Sukhoi Su-37 'Berkut'

• Koster Aero Enterprises
1/48th (VF/R/WM/EB)
Lockheed P2V Neptune *
Mitsubishi G3M Nell *

• Mach 2
1/72nd (IM)
Fairchild C-123 (3 versions) *
Alouette II (3 versions) *
X-24A/B *
LCVP *

• MPM/HML
1/48th (R/VF/WM)
Focke Wulf Fw 200C-4 *
Arado Ar 240A-01/A-02 *

• Occidental
1/48th (IM)
Fouga CM 170 Magister *

• Special Hobby
1/72nd (IM/R/EB/VF)
Junkers Ju 388K/L *
1/48th (IM/EB/R/VF)
Junkers Ju 87A *

• Sword
1/72nd (IM/R/EB/VF)
7207 T-34C Turbo Mentor *
7208 Curtiss SB2C-4 Helldiver *
7209 Focke Wulf Fw 190A-1 *
7210 D-17S Staggerwing *
7211 Grumman G-21 Goose *
1/48th (IM/R/EB/VF)
4801 Northrop N9MA *

• Tamiya Inc
1/48th (IM)
61074 Dornier Do 335A-1/B-2 *
Dornier Do 335A-12 *
1/32nd (IM)
Mitsubishi A6M5 Type 52 Zero

• Roden (ex-Toko)
1/72nd
Fokker E.V *
Fokker F.I/Dr.I *
Fokker D.VI *
Gotha G.V *
Heinkel He 111C/G *
Heinkel He 111A/B *
Heinkel He 111E/F *
Heinkel He 111J *
Ilyushin Il-10 *
Pfalz D.III *
Pfalz D.IIIA *
1/48th (IM)
Gloster Gladiator *
Gloster Sea Gladiator *

Key
* = Re-issue (with/without new decals)
+ = Revised or Converted Tooling
• = New Tooling
= Revised or Special Packaging of Existing Kits (inc Gift Packs)
•* = Item Carried Forward from Last Year
† = Note
IM = Injection Moulded Plastic (including Limited-run)
R = Resin
EB = Etched Brass
GF = Glass Fibre
VF = Vac-formed Plastic
WM = White Metal (including Pewter)

Manufacturer & Distributors
If you don't see your firms releases listed here, please Email (samkit@globalnet.co.uk) or fax (44 (0) 1234 261251) a list across to us and we will include it in an update to this list in a future edition.

Address List

Note: Please refer to the individual review to identify the UK importer or distributor of each range. See advertisements in this and previous editions in regard to model shops and mail order establishments listed in reviews.

• Academy Plastic Model Co., Ltd
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Fax: 82-2-997-3003
UK Importer: Toyway

• Aeroclub
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NG15 9BJ
Tel: 0115 967 0044
Fax: 0115 967 1633

• AeroMaster
2615 NW
20th Avenue, Miami.
Florida FL 33142,
USA
Tel 305 635 3134
Fax: 305 638 4197
UK Distributors: Hannants & Athena

• Airfix
See Humbrol Ltd

• Airlife Publishing Ltd.
101 Longden Road,
Shrewsbury, Shropshire.
SY3 9EB
Tel: 01743 235651
Fax: 01743 232944

• Airwaves
** See ED Models**

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Fax: 01442 876018

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Fax: 01903 765178

• The Aviation Bookshop
656 Holloway Road, London.
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Tel: 0171 272 3630
Fax: 0117 272 9761

• Aviation Shop
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Finland
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Fax: +358 (0)9 149 6163
Email: shop@aviationshop.fi

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43a Glasford Street,
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SW17 9HL
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• Brookhurst Hobbies
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Fax: (714) 636 9150
Email: Brookhobby@aol.com

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Tel/Fax 773-588-5161

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Czech Republic

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• Dangerboy Hobbies
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Tel/Fax: (360) 678 4691
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Fax: (+38 044) 220 5895
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• Richard Kohnstam Ltd
13-15a High Street,
Hemel Hempstead, Herts.
HP1 3AD
Tel: 01442 261721
Fax: 01442 240647

• La Bancarella Aeronautica s.a.s.
Corso Duca degi Abruzzi, 12,
10128 Torino,
Italy.
Tel.: 011 53 13 41
Fax: 011 562 93 59

• Lone Star Models
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USA
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Fax: 310 539 2018
UK Importer: Toyway.

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Email: info@OspreyDirect.co.uk

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• Revell® Binney & Smith (Europe) Ltd
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• Revell-Monogram
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Email: meluzin@ostrava.czcom.cz
or tallyho@volny.cz

• Tamiya Inc.
3-7 Ondawara,
Shizouka-City,
Japan.
UK Importer:Richard Kohnstam

• Toyway
P.O. Box 55
Unit 20, Jubilee Trade Centre,
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Tel: 01462 672509
Fax: 01462 672132

• Trumpeter
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Sanxiang Zhong Shan,
Guang Dong,
China.

A Tail of Two Skyrays

by Frank T. Cuden

Tamiya has been striking out in all sorts of directions lately with several excellent releases, one of which was the F4D-1 Skyray in 1/48th scale. That bat-winged beauty has caught my fancy many times in the past, so when a friend of mine indicated an interest in having a finished model of it, I readily agreed to undertake the project. Little did I know that the project would multiply! As I began work on the model, Tamiya released another Skyray, this time in 1/72nd scale and I thought, why not do two of them?

The Kits

Both kits are moulded in light grey plastic and there is not a bit of flash to be found on either. Instructions for both are quite similar and are easy to follow with no tricks or vague areas. After researching the availability of aftermarket decals, I found that Cutting Edge produced sheets for the Skyrays. CED48092 provided national insignia and maintenance instruction decals and CED48091 provided markings for the plane my friend wanted, namely the spectacular blue spine with yellow stars aircraft from VFAW-3 which was based at Miramar in 1961. Oddly, the aircraft was ground bound, serving with Miramar instead of from a carrier. Now, what to do with the 1/72nd model? The Cutting Edge sheets also gave stock numbers for 1/72nd scale versions and after a call to the supplier, I came up empty as they had not produced the 1/72nd decals yet. What to do now? I started looking through SuperScale International's listing and came up with #72-569 which was for the F4D-1. I sent for them and began the basic work on both kits while I awaited the return post. Upon arrival, I noticed that the decals offered three options and I chose to use VF-13's markings. This Skyray served on the USS Shangri-La in 1960. As the decals were made to fit the old Airfix kit, preliminary indications showed that they could be 'fudged' onto the Tamiya offering. More of that later. Well armed with decals for both aircraft, and an anticipation of finally having a good Skyray in my collection, I began work.

Construction

Both kits are remarkably similar to construct, however, minor differences are present. The 1/72nd kits wings do not fold whereas the 1/48th kits do. My friend wanted the wings folded, so that dictated that they would be! The basic first step was to weight the noses of both kits. The nose and forward fuselage is mated to the whole wing section, so it was easy to use some buckshot and superglue to provide the weight. In retrospect, I could have eliminated that step as both aircraft have tail wheel/bumpers, and they could have rested evenly without the weight. However, I like to feel a little weight when picking up my models so the buckshot was glued in. Photo 2 shows preliminary construction and modification underway. Re-heat shoulder straps and buckles were added to the kit seat. Also note that I've begun work to thin out the ejection seat pull rings which were moulded quite thickly on the kit. One can also see the cockpit tub/wheel well assembly at left in the photo. It

Technical Data

Kit:	Douglas F4D-1 Skyray
Manufacturer:	Tamiya
Scale:	1/48th
Kit No.:	61055
Status:	New Tooling √
Panel Lines:	Engraved √
Price:	£15.99
Type:	Injection Moulded Plastic
Parts:	Plastic 115 (Grey), Clear 3
Decal Options:	3 (VMF(AW)-114, 115 & VF(AW)-3)
Manufacturer:	Tamiya Inc.
UK Importer:	Richard Kohnstam Ltd.

Technical Data

Kit:	Douglas F4D-1 Skyray
Manufacturer:	Tamiya
Scale:	1/72nd
Kit No.:	60741
Status:	New Tooling √
Panel Lines:	Engraved √
Price:	£9.99
Type:	Injection Moulded Plastic
Parts:	Plastic 63 (Grey), Clear 2
Decal Options:	3 (VMF(AW)-114, 115 & VF(AW)-3)
Manufacturer:	Tamiya Inc.
UK Importer:	Richard Kohnstam Ltd.

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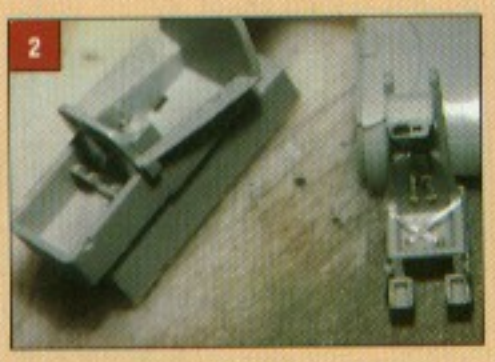

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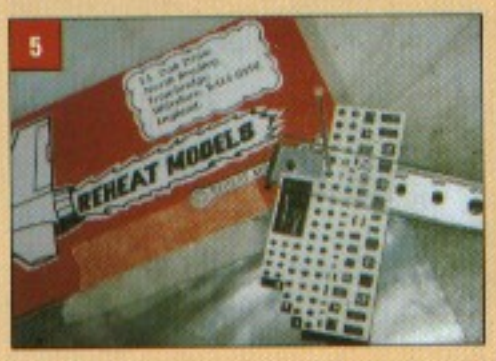

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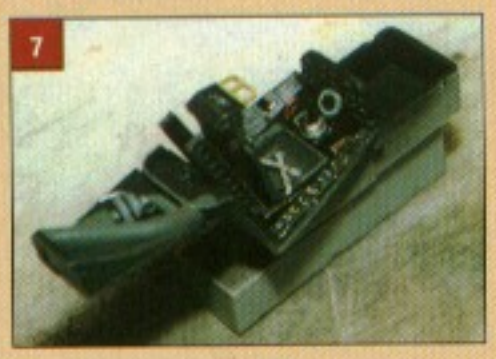

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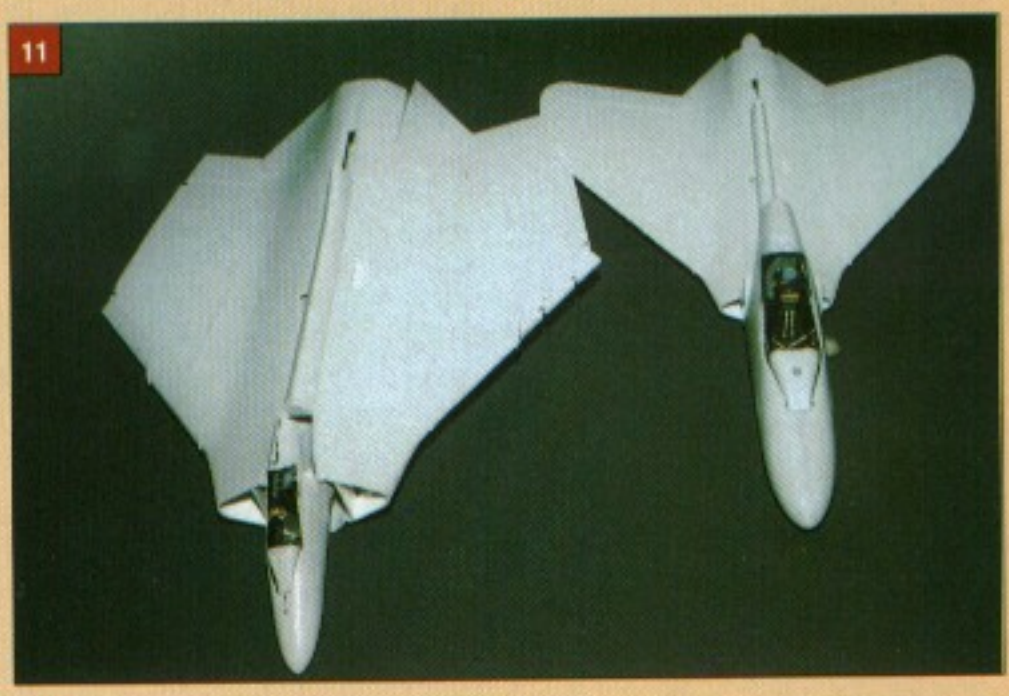

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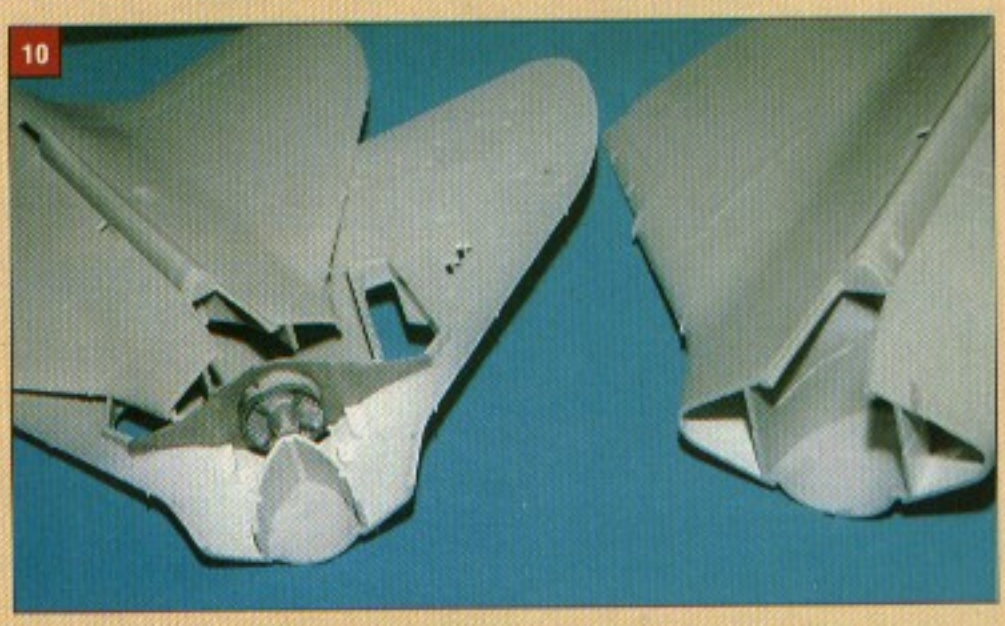

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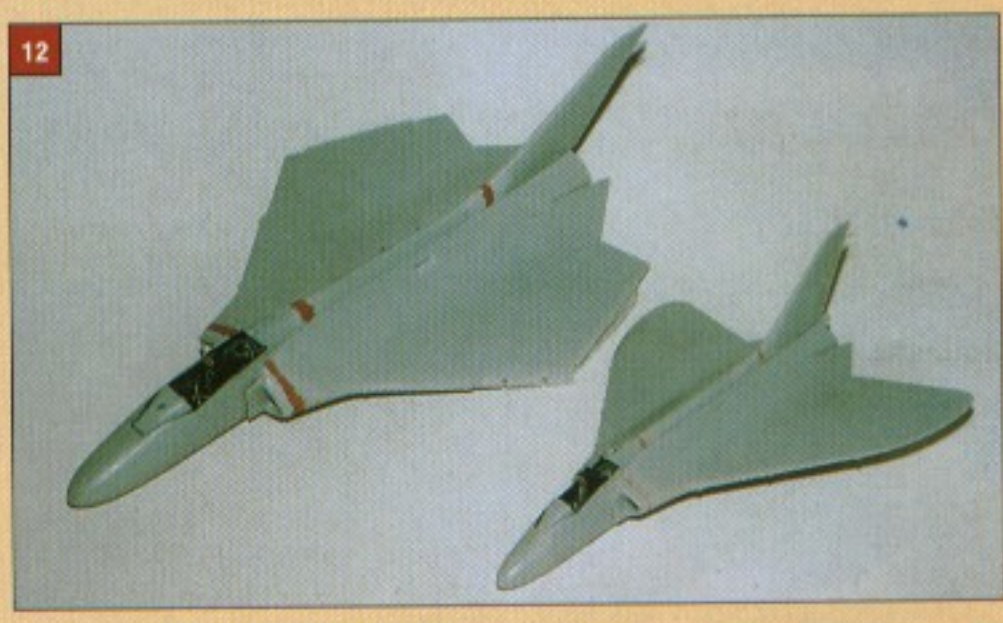

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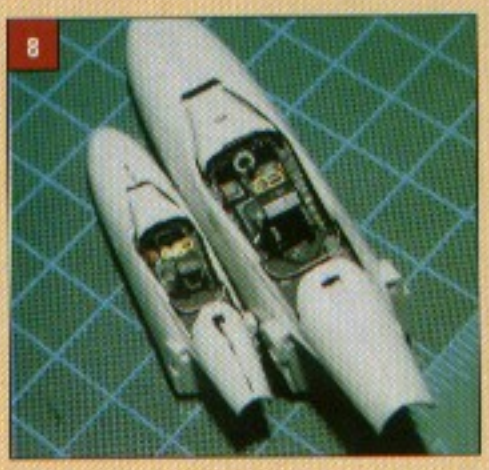

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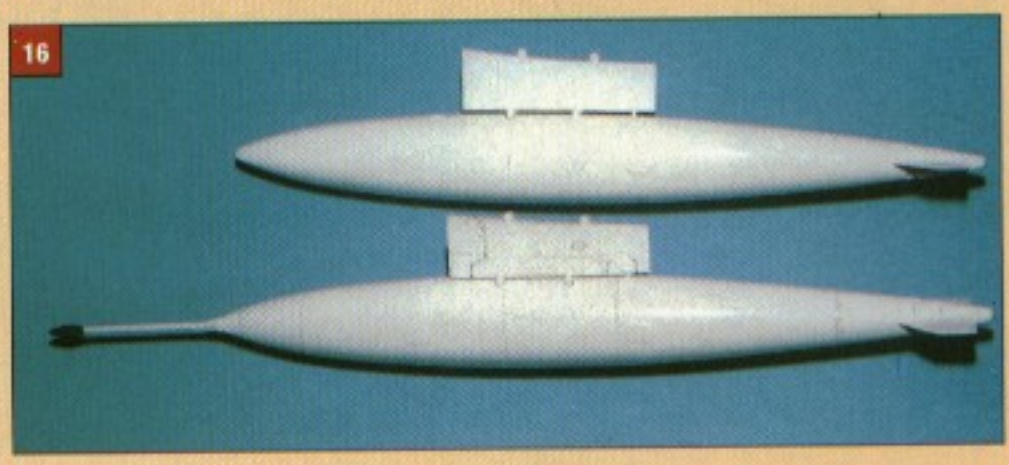
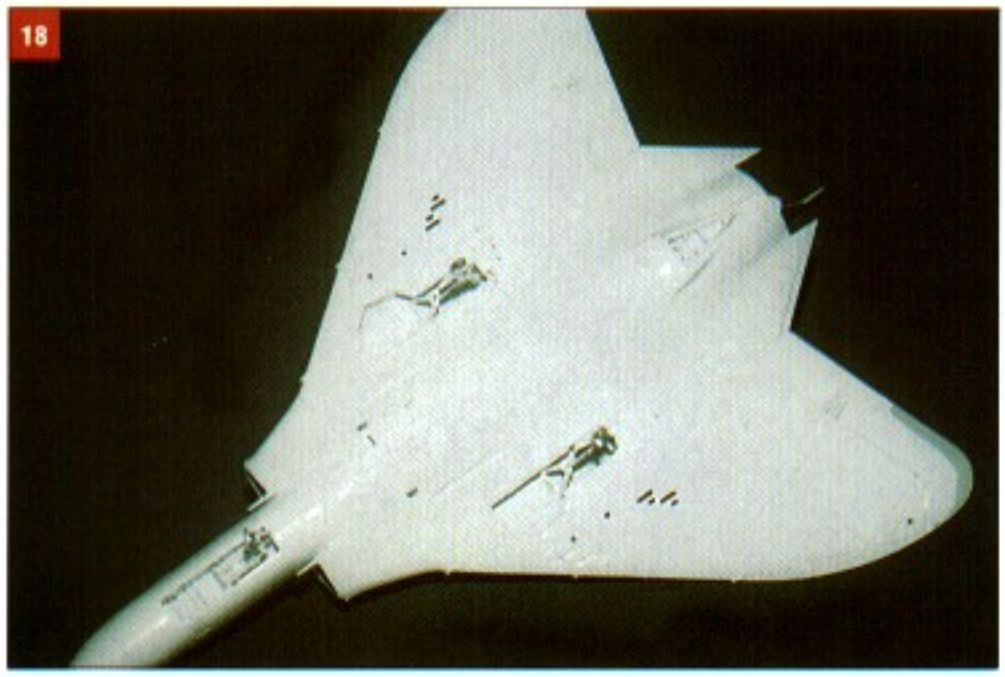
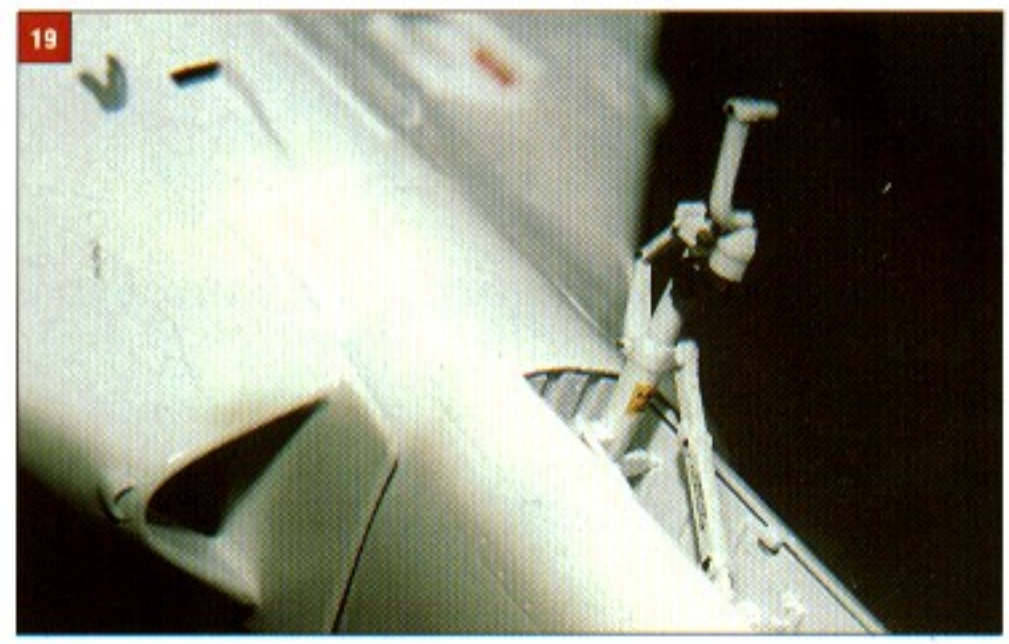
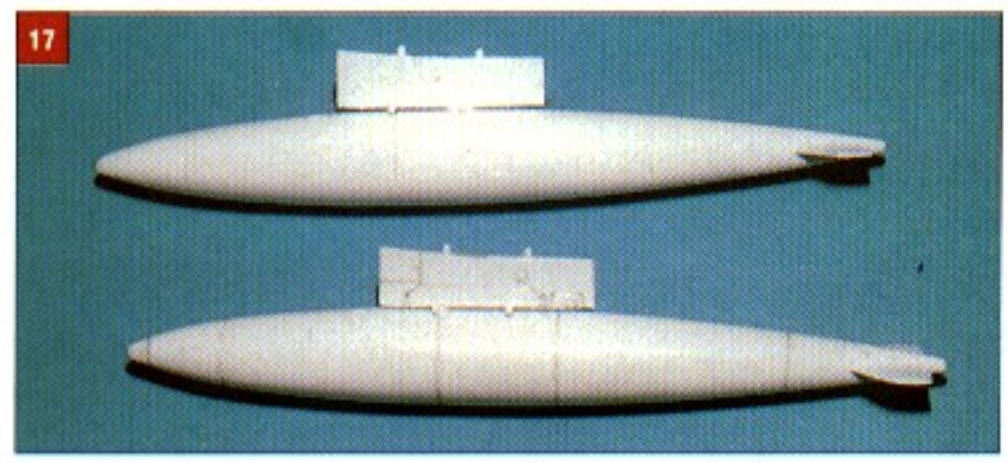
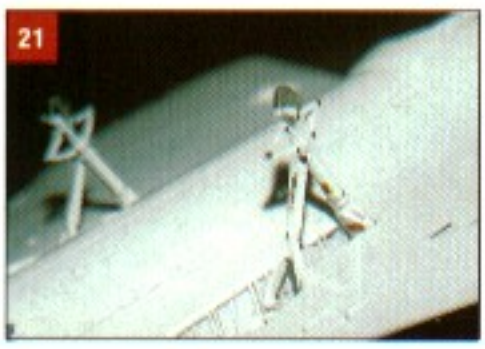


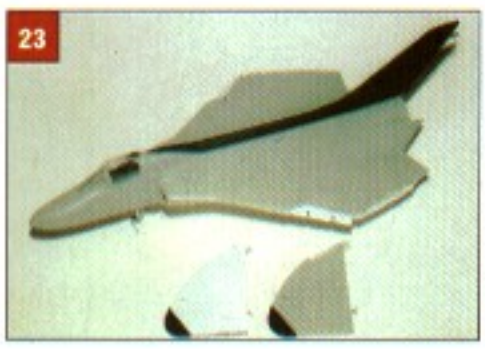


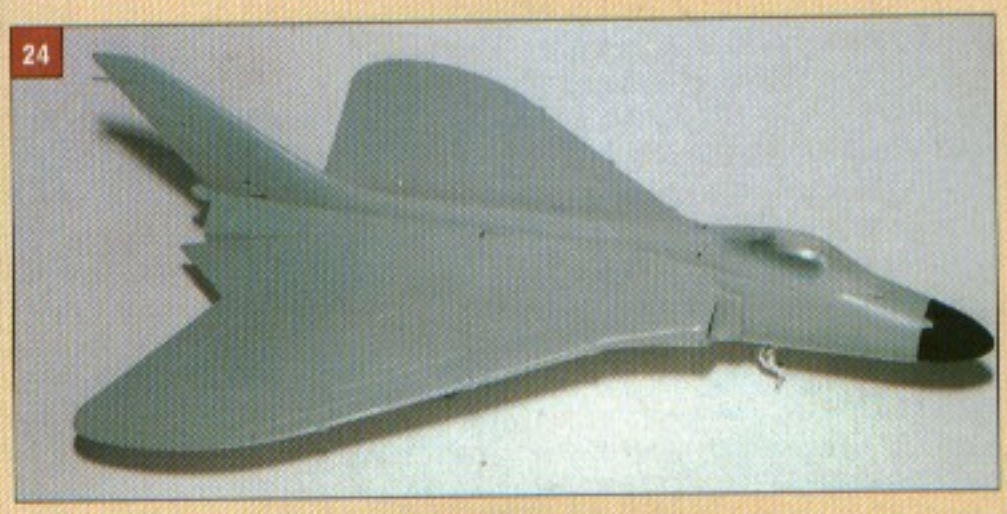
may be difficult for the reader to keep the kits separate during construction, however, I will endeavour to keep things straight for you. In Photo 3, I'm performing basically the same operation to the 1/72nd scale seat. The belts are easy to work with and, when painted, give a realistic representation. The first bit of trouble occurred when I lost the ejection seat pull rings from the 1/72nd seat. You know, they launch themselves to heaven knows where! As always, months later, my elephant-like memory knows exactly what that part is and what it fits when I find it in some remote corner of my modelling room! Ever been there? (All the time, but my modelling room is the habitat of 'George, the part-eating carpet'! - Ed) Anyway, having P.P. Aeroparts pull rings in etched-brass saved the day at that point. However, I would later fabricate my own from thin wire because they needed to be square and not circular. (Photo 4). Once again enter Reheat's 1/72nd scale instruments which were added to the 1/48th scale kit's instrument panel. They fit just fine! I used my trusty Waldron Punch and Die set to remove the instrument decal, backing and all, from the sheet and white-glued them onto the instrument panel. (Photo 5). Photos 6 and 7 give views of the completed 1/48th cockpit and rear deck assembly after painting and minor weathering. I try to use various shades of black when called for, as it adds a bit of interest into an otherwise drab monocolour cockpit. The only addition made was the throttle to the left console as per photos and drawings I had in my references. I have yet to add the tiny black stripes to the ejection pull rings. For the prominent scope on the instrument panel, I used Tamiya Clear Green from their acrylic paint range. The tiny red stencilling was accomplished with a steady hand and Poly Scale water-based paint. I painted the control stick grip and throttle with Semi-gloss Black. Photo 8 shows two completed cockpits mounted in the fuselage halves. As I stated earlier, both kits are quite similar to construct. Tamiya have done their homework with these two kits and Photo 9 gives an overall view of the inside wing area to which I've just attached the wall for the wheel well. Both kit's wheel wells are constructed identically with walls provided to create a boxed-in wheel well. Tamiya provided shell ejector chutes on the 1/72nd scale kit, but left them off on the 1/48th version! In Photo 10, I've sprayed the inside fronts of the wing halves with Testors White as the turbine blade assembly is provided and would be visible should one care to look into the intakes. On the right is the completed job while on the left, I'm just about to glue the upper wing to the finished assembly. Please don't get too excited about Photo 11! I just couldn't resist including this one with, obviously the nose sections reversed. Shades of old Schnozola, Jimmy Durante! But one can see that the wings have been joined with the forward fuselage sections next in line for assembly. Photo 12 reveals that both aircraft have been assembled, glued and are in the process of being filled. The vertical tails are separate units and care must be taken when adding them to insure proper alignment at exactly 90° to the wing. Photo 13 shows the process continuing with the first putty application having been wet-sanded and primed with another coat of putty drying. Inevitably, the first putty coat always shrinks so repeated applications are necessary. Also note that I've attached the landing gear so the models could rest off their undersides during construction and finishing. I used two toothpick sections, stuffed into the gear mounting holes, but found I could add the landing gear parts which made me treat the model a little more gently as I progressed. As an aside, I read somewhere that some Skyrays used a Mk.5 ejection seat and somehow I thought the 1/48th scale model needed one of those. So I sent off for one, delaying the project while I waited for the return post to arrive. I finally got it, painted it, removed the kit-provided seat and inserted the new one. It was then that additional research yielded my mistake so out with the new and in with the old! Glad I removed the original kit seat gingerly! A needless waste of time to say the least and another reason to conduct your research thoroughly before embarking on any given modelling project! Photo 14 has captured both models resplendent in their Testors Model Master Light Gull Grey top coats. As I was going to vac-form both canopies, I used the kit canopies as a mask while spraying the models. I simply tack-glue them in with ordinary white glue and remove them after all spraying has been completed. Masking a cockpit involves potential trouble spots such as over-spray leaking into the cockpit or the masking tape innocently latching on to a few small items when it is removed from the cockpit! Note also that the 1/48th scale Skyray has dropped leading edge slats, while the 1/72 scale kit does not. I sprayed Testors White on both wing folds and the slat track areas. A good head-on view is offered in Photo 15 with the folding wing tip sections loosely set alongside. Notice the white intakes which will receive more attention later. Ah yes, the wing tanks. As you can see in Photo 16, the 1/48th kit's tanks have been sprayed white and have received a treatment of pencil in their panel lines. At this stage, I was unaware of the need to remove the refuelling probe from the tank for the VFAW-3 aircraft and that would come later. In Photo 17, the 1/72nd tanks have been sprayed with the bottom one receiving the pencil panel line treatment. Amazing how a little extra attention to detail adds to the finished product. The underside of the 1/72nd scale kit is visible in Photo 18 and one should note the shell ejector chutes which have been moulded into the kit. As one can probably tell, I like to detail my models and Photos 19, 20 and 21 show what a little paint and decal can do for landing gear legs. No. 19 shows the 1/48th scale nose gear with decal and small black dots highlighting an excellent moulding. No. 20 shows the left main gear leg of the 1/48th scale model while 21 shows the right main gear leg with all its little painted-on and decalled additions. Now for the fun! In Photo 22, I've masked off both wing tips and fuselage spine in preparation for the dark blue base to be sprayed. In Photo 23, the job has been completed and then it was on to the 1/72nd scale model for its top coat and black radome (Photo 24). It was at about this stage that my airbrush of 30+ years began acting up to the point where all I could get was a spatter, not a fine mist to which I had been accustomed. Try as I might, I couldn't make it work right! Cleaning, soaking, etc. did not do it, so more time was taken from the project while I ordered a new compressor and airbrush. It was getting to be a personally expensive project! My only comfort was that my first airbrush and compressor had lasted me a whole bunch of years. Now I'm using the same brand, only the newer versions. In Photo 25, I'm adding white decal to the vertical wall of the left intake. As I wanted a perfectly straight line, hand brushing was out of the question to create a white-painted intake interior, so the decal was trimmed and cut to fit. Also note that after spraying the grey topcoats I over-sprayed everything with Floquil Crystal Cote which produces a nice gloss finish. By doing that, handling the model will not produce smudges etc. Also you should remember to frequently wash your hands in







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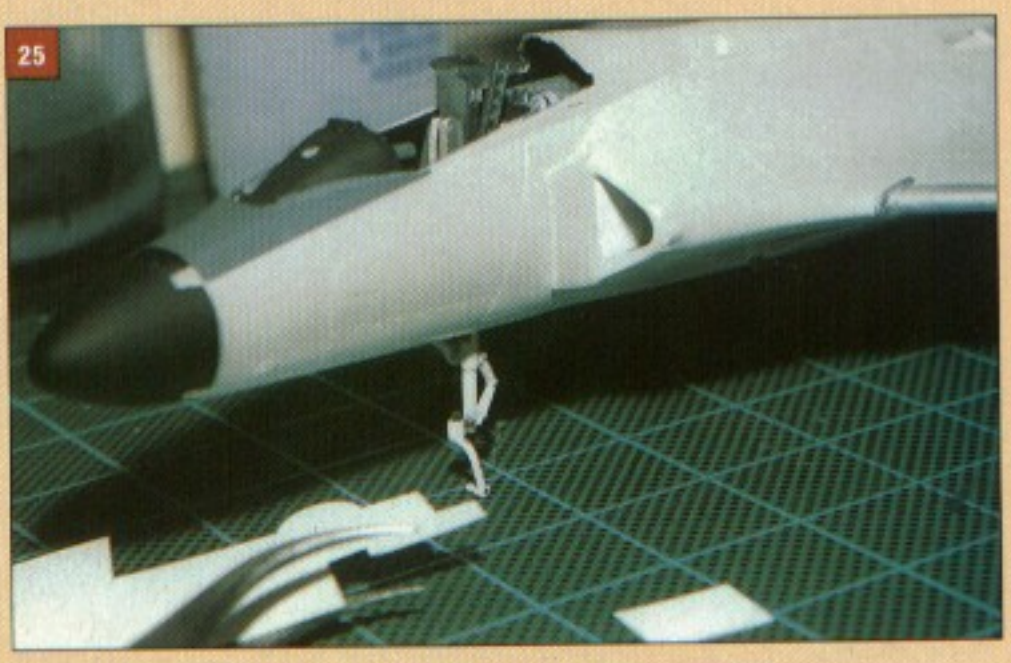
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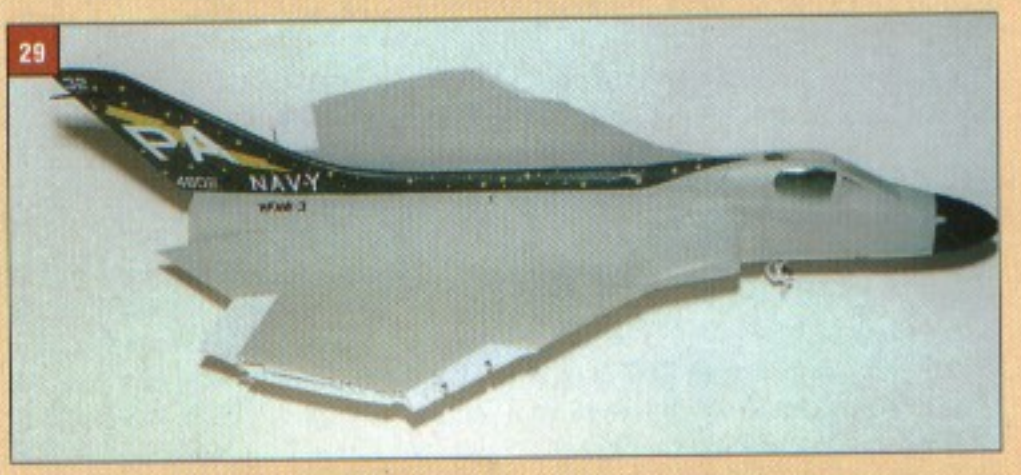
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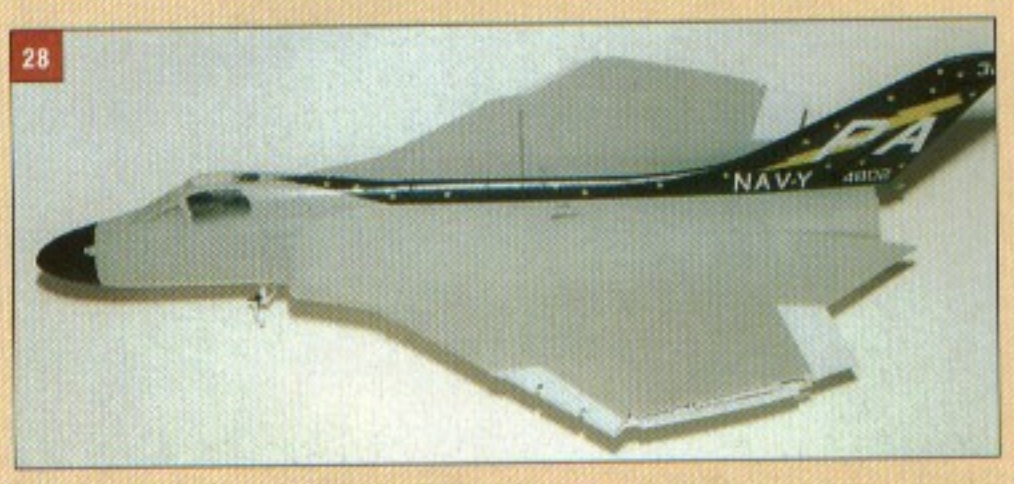
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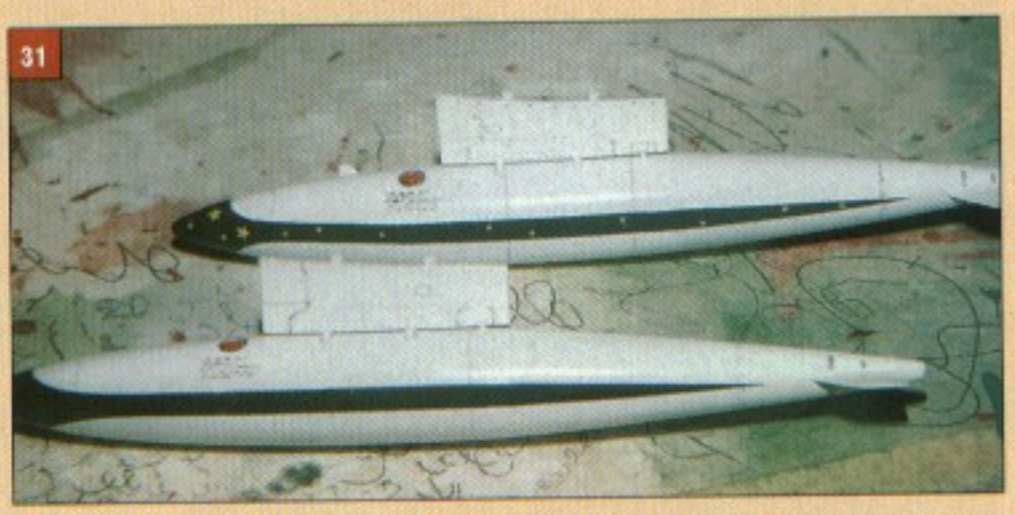
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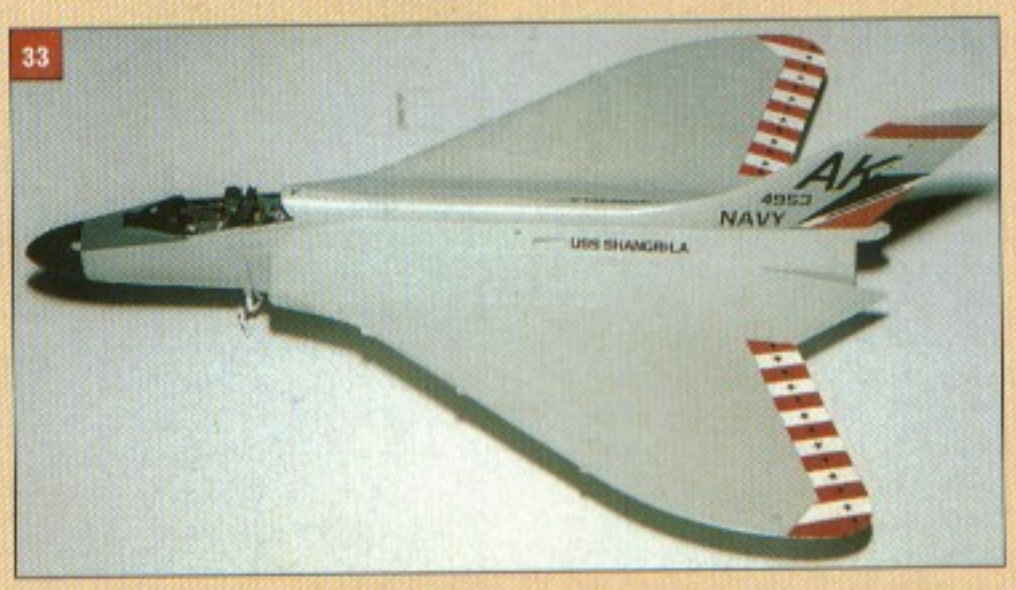
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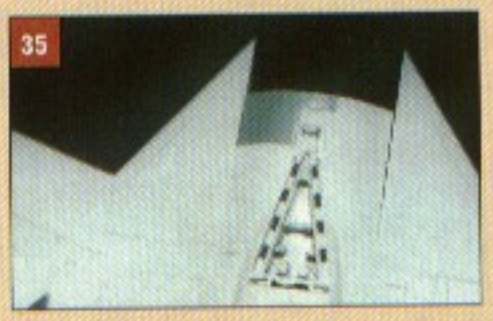
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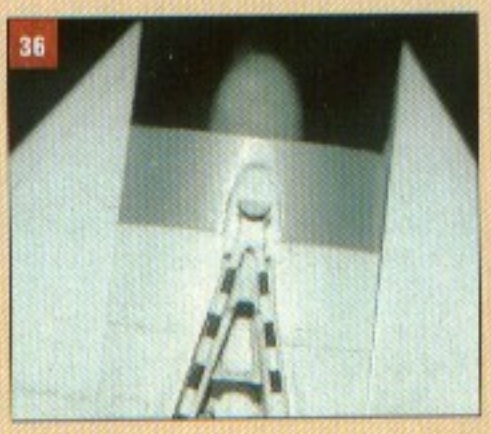
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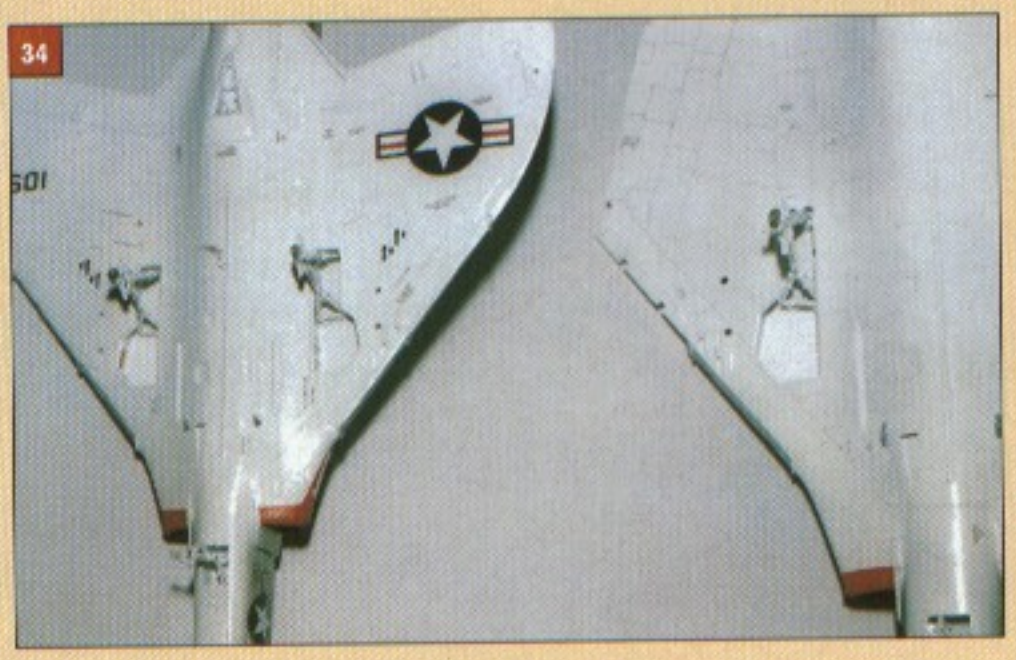
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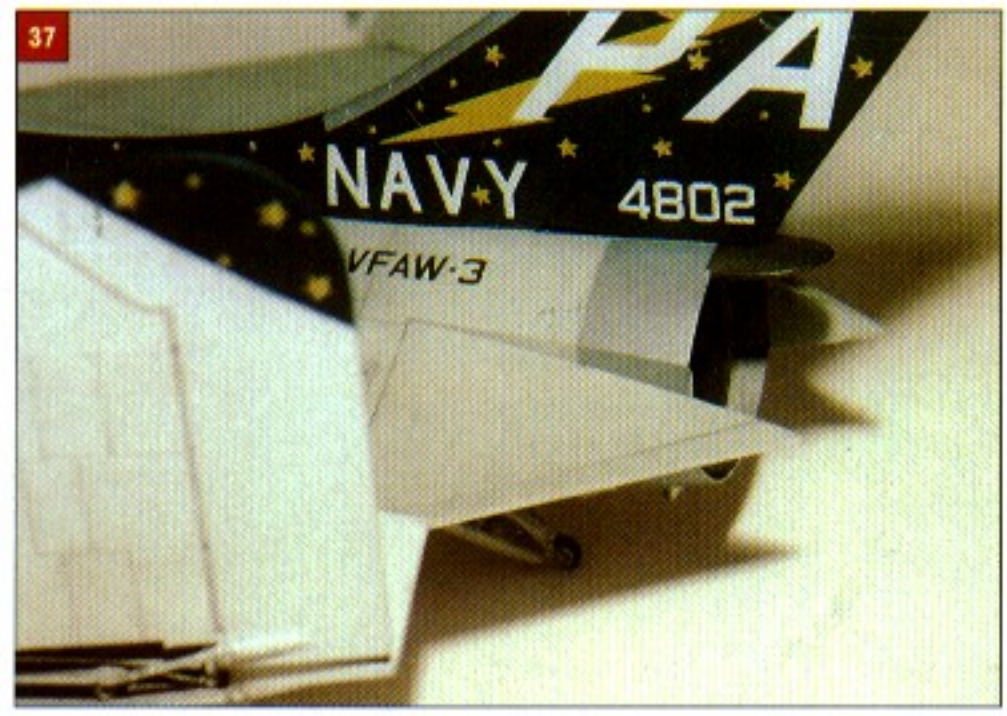
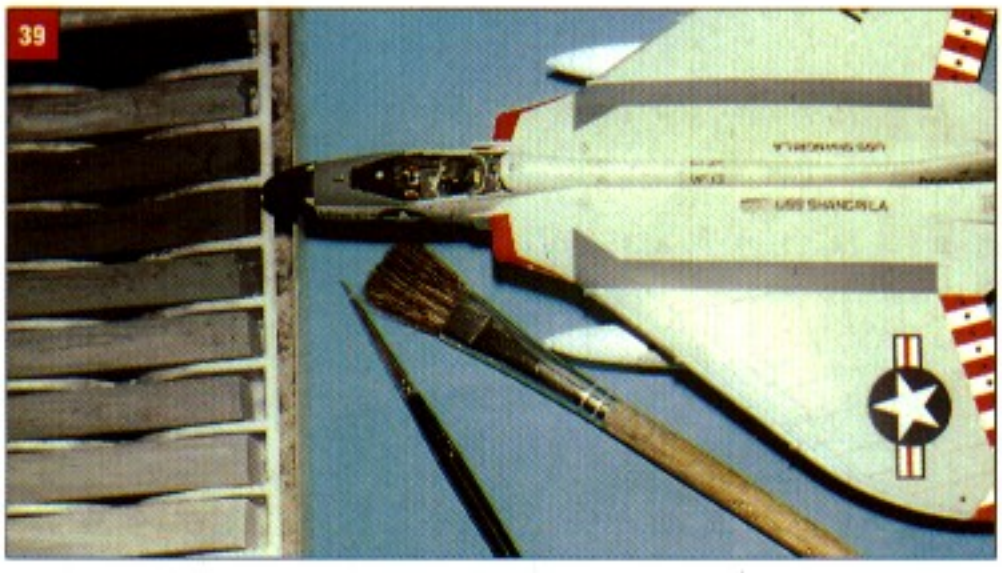
warm soapy water while modelling. Oils build up as time passes, and those hand oils are easily transferred to the finish of your model. Frequent washing (maybe every 15 minutes when modelling) will eliminate that possibility (yes, but give you dermatitis in the process! - Ed). In Photo 26, I've applied the intake warning decal from Cutting Edge and one can readily see the fit is not too keen. There just isn't enough red decal to cover what needs to be covered. I've also added national insignia, rescue arrow and serial number as well as the black anti-glare panel in front of the windscreen. After touch-up with Testors Red enamel, the intakes look quite good. (Photo 27). Again white decal was added on the inside of the intake lips after I had painted and touched up with red, thereby giving a very straight demarcation line on the intakes. One can also notice the silver leading edges which I painted using Tamiya Silver. That is the 1/72nd model. Changing over to the 1/48th model, Photo 28 shows the tail lettering, yellow lightening bolt and plane numbers as well as the individually-placed stars. I began by wetting about five of the large stars at a time and applying them individually as per both the references and decal instructions to ensure proper placement. Photo 29 shows the spine completed with all stars, small and large, in place, and Photo 30 gives the reader some idea of how the white backing to the individual stars has been offset during the printing process. Although it is not noticeable from a short distance, one need only look closely at the finished model to see the printing error. The 1/48th wing tanks have been painted and decalled in Photo 31. As stated earlier, the refuelling probe has to be removed from the tank for this particular aircraft. I have pencilled in the panel lines with my trusty artist's drawing instrument. The thin-diameter pencil lead allows one to get into some pretty tight places plus the lead is quite hard and will not crumble as it is dragged along the panel 'trench'. Back to 1/72nd scale in that the SuperScale sheet, (Photo 32) shows white above the rudder markings when in reality, it should be grey as shown in the photo. At least all my references show it to be that way! Also note the black diagonal line should be centred as shown on the tail, rather than the full diagonal length as shown on the decal sheet in the photo. I added the red tail stripe from decal stock I had. The colourful aileron markings were added and had to be supplemented with good old Testors Red enamel as they were designed for the old Airfix kit and wouldn't fit properly. Photo 33 provides an overview of the model at that point and Photo 34 gives underside views of both models during the decalling process. Note the absence of shell ejector chutes on the larger 1/48th scale model. These would be added later from black decal stripe. The under wing guns come as separate pieces on the larger kit while in 1/72nd scale, they're moulded along with the wing. At this point, I realised that the aft tail area was natural darkened metal, again showing my lack of depth in prior research. If only I had paid more attention to the painting instructions! Photo 35 tells the tale of my adding decal after the fact to show this. I had to piece it together in order to take it around the depression for the tailhook. Photo 36 shows how well that came out with the help of Micro Set and Micro Sol. I hand painted the black stripes on the hook itself, although I have used black decal striping in past projects, but it takes a little longer to do it that way and I had spent enough time already re-doing things and was anxious to get the project(s) done! Photo 37 gives a good view of the completed tail area. I chose to drop the tail bumper wheel on both kits. They were on the aircraft to prevent the possibility of over-rotation on landings and take-offs. The 1/72nd model was a different story. I decided to mask off the tail area and spray darkened metal and Photo 38 shows a different colour and effect. Unfortunately, when I pulled off my low-tack drafting tape, some of my decalling went with it! That, after spraying everything with sealer! Murphy's law again! Luckily, there were extra numbers and lettering on the decal sheet so I simply re-decalled those areas. Whew! This photo shows the finished product, none the worse for wear. With the use of Photos 39, 40, 41 and 42, I will share my technique for creating panel lines and weathering with pastels. Photo 39 shows the 1/72nd scale model along with the two brushes I used and the pastels I regularly use on all my models. Scraping an X-Acto knife along the pastel creates a fine dust which is the first step. Photo 40 shows what the model's surface looked like after I loaded the small brush with dust and gently dragged it along the panel lines I wished to accentuate. I know it looks messy, but it really isn't. In Photo 41, I've simply blown off the residue shown in the previous photo. In Photo 42, the finished result can be seen. Granted it's not very definite, however, the actual model shows the subtle weathering quite well. Photo 43 provides a view of the port wing fold on the 1/48th Skyray. I've applied the stencilling, added the dropped leading edge slats and weathered the underwing panels as well as the wing fold mechanisms. A little dark grey pastel went a long way. Keep in mind that these aircraft flew in the late 50s to early 60s and were kept in clean condition. Also seen is the hole I drilled for the navigation light. The two vac-formed canopies are shown in Photo 44. I hand made mirrors from plastic using two very small plastic pieces for the mounts and a rectangular piece of 0.010 plastic card for the mirrors themselves. I used Testors Model Master Chrome Silver for the reflective surfaces of the mirrors with flat black for the other sides. The inside canopy braces were made from fine brass wire as per the prototype. I also painted the canopy frame interiors black. A good shot of the nose gear on the larger model is shown in Photo 45. I did have to add the two braces from the landing gear door to the nose gear itself on both kits as they were not provided. Again, thin brass wire fitted the bill. When everything was glued in place and painted, I gave both models a coating of flat finish. Note that this should be done prior to applying pastels because their properties are such that they change colour when over-coated. For navigation lights I placed a tiny blob of white glue in the holes I had drilled. When they dried, I coated them with Tamiya Clear Green and Clear Red. Finally a tiny blob of "clear gloss" was added over the lights to make them shiny. After everything was sprayed and had dried, I added the canopies by attaching them with white glue. The last chore was to again open up the Model Master Chrome Silver and paint the oleo shocks on all three landing gears on both kits. A little artist's pencil works well to highlight the landing gear legs where the various diameters come together. Photos 46, 47 and 48 provide overall views of the completed 1/48th scale kit. The rear 'flippers' as they're sometimes called, benefited from a little extra application of dark grey pastel to give the impression of more depth. In Photo 49, I offer an underside view of the same model. The main gear doors as well as the nose gear doors only cycled upon retraction or lowering of the gear. Although I did see maintenance photos of them lowered, I chose to glue them in place as most reference photos show them closed. Also note the tiny catapult hooks on the forward underside. They are separate pieces on both kits so care must be taken when gluing them in lest they launch themselves from your tweezers! I painted them steel as I assumed they would not hold any sort of coloured paint for very long, given their purpose! The same held true for the "hook" part of the tail hook. Photos 50 to 52 show three views of the completed 1/72nd scale kit. Obvious differences are the lack of wing folds and the different decals. The underside view is shown in Photo 53. I added the small kit-provided pod to the centreline mount. Radome Tan from Testors Model Master was sprayed on the nose portion. Finally, Photo 54 gives the reader an overall view of both models upon completion. Yes, a Tail of Two Skyrays! If you're going to have a go at either or both of them, I hope you will learn from my errors and your project should be a much easier one. Time spent and plenty of patience will yield excellent results. Just do your homework first! Happy Modelling!





Frank T. Cuden

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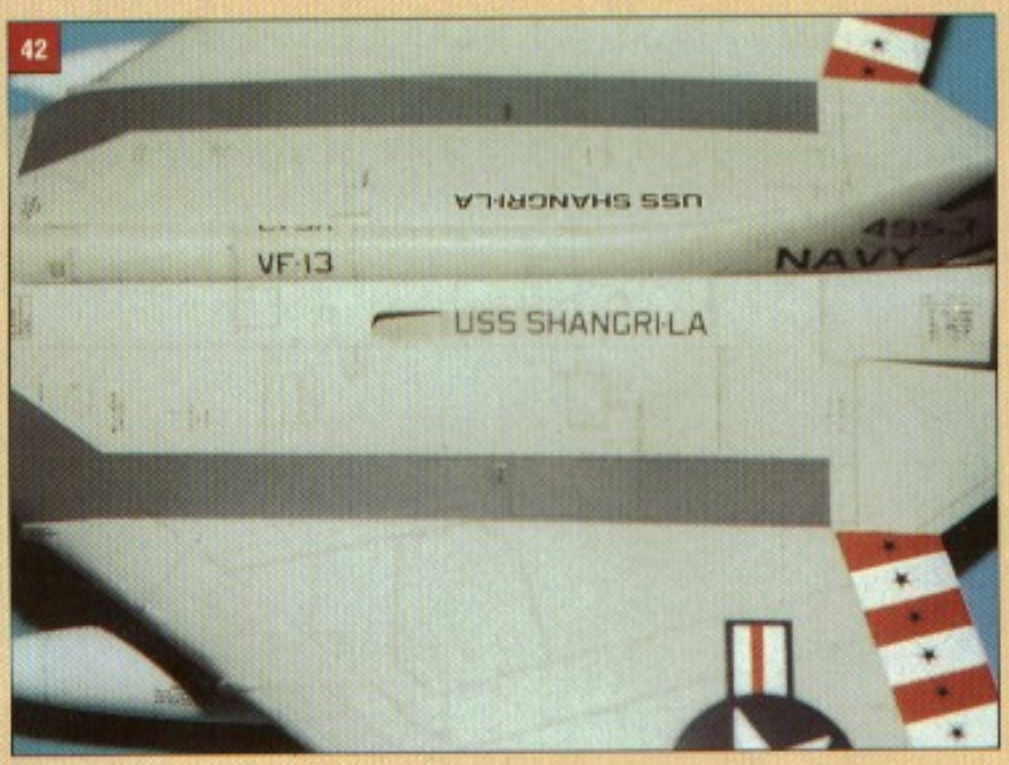

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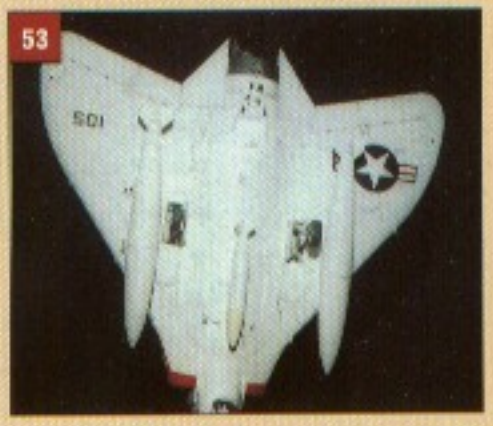

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AVIATION HISTORY
Colour File

by Ian K. Baker

Camouflage and Markings, Imperial Japanese Air Forces, 1937-1945

Part 6
Colour Notes: 1942-1945

Read This First

Concerning wartime Japanese aircraft camouflage colours, there still exists a situation in which various authoritative sources might still indicate things which, when not actually conflicting, may at least differ confusingly on many points.

Some long-standing colour problems and debates are certainly the result of the passage of time and the destruction long ago of primary sources. But then we also have to allow for the over-enthusiasm effect. This is what occurs when, accustomed to fixed colour standards and a name for every shade, we bring a too-keen exactness to bear upon aviation colour archaeology and its interpretation. The result is we are likely to see significance in small colour variations where, in fact, there was none. So we conjure new shades out of what were actually no more than variants of the same shade.

Could that pale greenish-grey and this light greyish-green be two distinct colours after all, or just the same one remembered or observed and described differently? Might the light earth colour reported by one source actually be a paler, or faded example of the medium brown given by another? Even the most recent published colour indications from Japan go only some of the way to resolving such questions. Too much is lost and gone forever.

This is not to say the modeller may adopt an 'anything goes' attitude. Not at all. A careful reading of the information contained in this series of articles should at least make it clear there is just as much potential for a model to look historically wrong as with any other subject.

The high cellulose content of many of the enamels used earlier led to a degree of dulling and darkening of colours. Greys are notorious faders. And then effects of declining pigment and formulation quality in later desperate times must also be taken into account. Therefore when a colour is described here, readers are advised to concern themselves with perceiving what we might term the personality of that colour ... and to consider likely variations due to ageing, application, wear and tear, rather than trying to pinpoint a single, fixed place for it in a list of colours or a range of hobby paints. What suits best might happen to be a railway or armour colour.

In order to present a well-researched body of information for the Colour Notes of this series of articles, many sources were assembled. The diversity of colours, colour names and notations brought together was considerable: in all, well over 100 colours and variations of colours!

Clearly the first thing to do was to line them all up and sort them into categories. The number of shades this produced was first reduced a little by eliminating obvious duplications. Sorting by name categories was tried. This immediately threw up the first set of anomalies, such as the same grey being identified as a "medium grey" by one source, but as a "dark grey" by another.

Over thirty years ago Donald Thorpe introduced a colour notation system, linking this to a listing of camouflage types for his two landmark works on wartime Japanese aircraft colours and markings. This cataloguing approach was a good idea at the time as it helped in the assembling and setting-out of what was then a whole new field of information. But this listing or cataloguing method contributes little to an understanding of the sequence of things, nor to an understanding of why they were as they were. But people love lists and labels, and soon other writers, illustrators and hobby paint manufacturers were all using his notations as though they were historical, official, Japanese terminology. As recently as 1997 this approach was still being echoed in a quality European magazine.

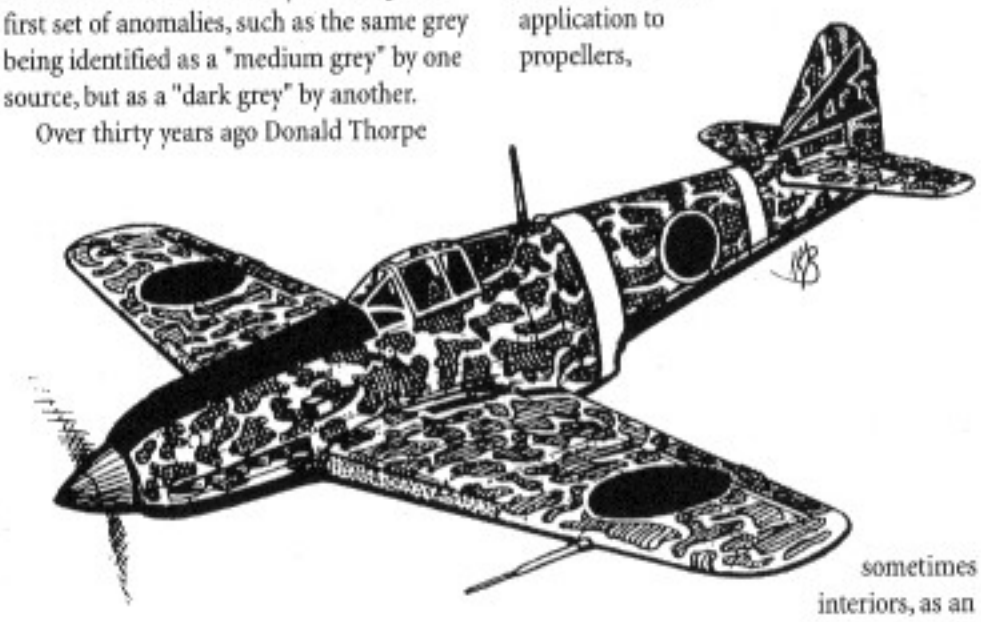
For compiling these Colour Notes the ultimate points of reference - arbiters when necessary, on questions of colour - became, on the one hand, the sets of colour chips contained in issues of the Japanese journal Model Art and, on the other, the recorded observations and remarks contained in authoritative sources such as Robert Mikesh's "Broken Wings of the Samurai", the SIG "Asahi Journal", and Dr. Livenow's translations from the Japanese published by Aviation Usk.

For Colour Notes on hinomaru red, ame-iro grey, aotake blue-green and those external and internal colours most closely linked with the 1937-1942 period, readers are reminded they should refer back to Part 3 in this series of articles: Colour Notes 1937-1942.

Readers making use of the colour-matching notations provided here are asked to note the following points.
(a) The first numbers of the FS notations, those indicating the degree of glossiness, have been omitted (e.g. "24148" becomes "*4148") as they may not always correspond to the glossiness, or lack of it, of the old colour being described.
(b) If at all possible, you should set out side-by-side, two or more of the colour systems used here. A more accurate idea of the colour being described will always be gained.
(c)When choosing paints, do NOT rely upon colour names on hobby paint labels, look only at the colour in the bottle. Choose the colour that suits irrespective of what the label says.

Red-brown primer ("tea colour"):

The brown or red-brown paint widely used by the wartime Japanese Aero industry for application to propellers,



sometimes interiors, as an external primer undercoat on the very thoroughly-painted aircraft for the navy, and later for the army as a colour tinter in camouflage colour mixes and even by itself as camouflage, was typically like the colour match given here, but could be a little darker, brown.
FS *0166
Methuen near 8 D-E 8
Pantone 484U
BS around 446 Red Oxide and 445 Venetian Red

Tailcodes, unit designs and other markings:

Four colours were principally used in painting codes and other markings on navy aircraft, and the distinctive unit designs on army aircraft. They were white, red, yellow and blue. The red and blue were described in the Colour Notes of Part 3. The yellow is described below.

Fading red:

There remain only a couple of further remarks to be made concerning the red of the national marking, the hinomaru. It is recorded that, along with all other aircraft paint finishes, the quality of both pigment and carrier became so poor in the closing months of the war that rapidly fading hinomaru were to be observed taking on a pinkish hue. In another instance, a British serviceman studying wrecks soon after the cessation of hostilities recorded seeing hinomaru that appeared yellow but, he hastened to add, there was no sign of this yellow having been painted over the original red. A likely explanation might be that he, too, was observing the washed-out result of excessive fading of extremely poor pigment, made worse by having been left to lie, abandoned, in the Burmese sun for a time.

ID and markings; yellow:

The yellow of the identification strips applied to the wing leading edges during 1943 varied considerably from something more like an orange to an egg yolk shade:
FS *2473 to between *3538 and *3655
Methuen 6 B 8 to between 4 B 8 and 4 A 7
Pantone 144U to 116U
BS 557 Light Orange to 356 Golden Yellow.

Propeller-tip; yellow

Published Japanese sources indicate the yellow of propeller blade tip warning bands was typically a paler yellow, like
FS * 3785
Methuen 3 A 8
Pantone Yellow U
BS 309 Canary yellow

Red-orange for trainers and prototypes:

Distinctions between Navy red/orange and Army red/orange have been bandied about, but such distinctions, for what they are worth, are more likely to relate to the different manufacturers involved. Typically, this colour was around...
FS *2215 - *2246
Methuen 8 A 8
Pantone 1665 - 172U
BS 592 International Orange, but not so saturated or intense as the modern colour

Camouflage green, navy aircraft:

Locally applied camouflage colour sprayed and brushed over the ame-iro grey factory finish of many navy aircraft through 1942 and into 1943 would presumably have often been the green (brown was no longer authorised) discussed and described in the Colour Notes of Part 3.

Dark Green or Deep Green

In considering the factory-applied dark green introduced on aircraft for the navy during 1943, we should bear in mind that the paint used was a low gloss when new. Exposure, wear and tear soon rendered this increasingly matt, along with some degree of fading and loss of colour intensity, particularly on the upper surfaces of wings and tailplanes. Fighter aircraft, particularly the personal mounts of senior officers, were often kept more clean and shiny.

Many sources have long indicated the following colour for factory-fresh navy camouflage green ...
FS something like a cross between *4079 and *4092.
Methuen something like a cross between 25

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● **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.

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● **ROBERTSBRIDGE AVIATION SOCIETY MODEL** Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● **SALISBURY IPMS.** Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

● **SHROPSHIRE SCALE MODELLERS** (IPMS Telford). Contact Gary Stevens, 8 Whitemere Road, Shrewsbury. SY1 3BT.

● **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.

● **SOUTH LONDON SCALE MODEL CLUB.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **ST. EDMUNDSBURY SCALE MODELLERS.** Contact Rod Jones (Secretary) on 01284 - 766104.

● **STAFFORD IPMS MODEL CLUB.** For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

● **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● **SUSSEX MODEL GROUP.** For information please contact 01403 782636.

● **SUTTON COLDFIELD MODEL MAKERS' SOCIETY** For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● **TAYSIDE MODELLING SOCIETY.** Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● **THURROCK SCALE MODEL CLUB.** For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● **WALLINGFORD (IPMS).** For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.

● **WALLINGTON (IPMS).** Contact Steve Lovelock on 01235 817948 or George Clark on 01491 201902.

● **WARRINGTON (IPMS).** For details contact Dave Foxall on 01925 825619.

● **WATFORD SCALE MODEL CLUB.** For more information call Nigel Foster on 01582 667210.

● **WEST MIDDLESEX IPMS.** Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● **YORK & DISTRICT PLASTIC MODELS SOCIETY.** Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

● **WORLD WAR ONE** SIG has a new website at http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm

● **NACHTIGALL. A NEW SIG** for all those interested in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.

● **IPMS GULF WAR SIG.** Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol.i-way.co.uk

● **WINGS 'N' WIRES.** IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

● **SIGPMA A NEW SIG** for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail:ruidom@mail.telepac.pt

● **YUGOSLAV AVIATION SIG** discussion board at http://disc.server.com/58276.html.

● **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact; Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

New Clubs (Forming)

● **FORMATION OF A NEW SOCIETY** in the Cornwall area. Anyone interested in joining this society should contact the address below, enclosing a stamped SAE, so that possible meeting venues etc can be determined by establishing the location of the greatest density of potential members. Contact The Cornish Plastic Modelling Society c/o Havenhurst, Granny's Lane, Perranporth, Cornwall.TR6 0HB. Tel: 01872 573191.

I.A.F. P-51D Mustang

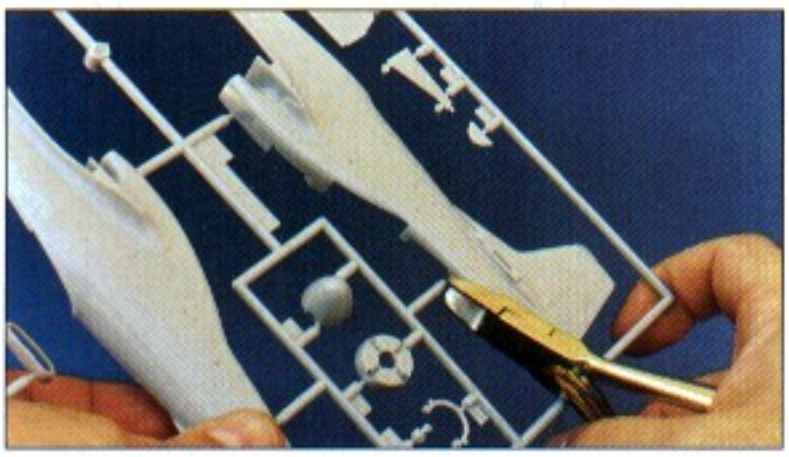
by Angelo Lodetti

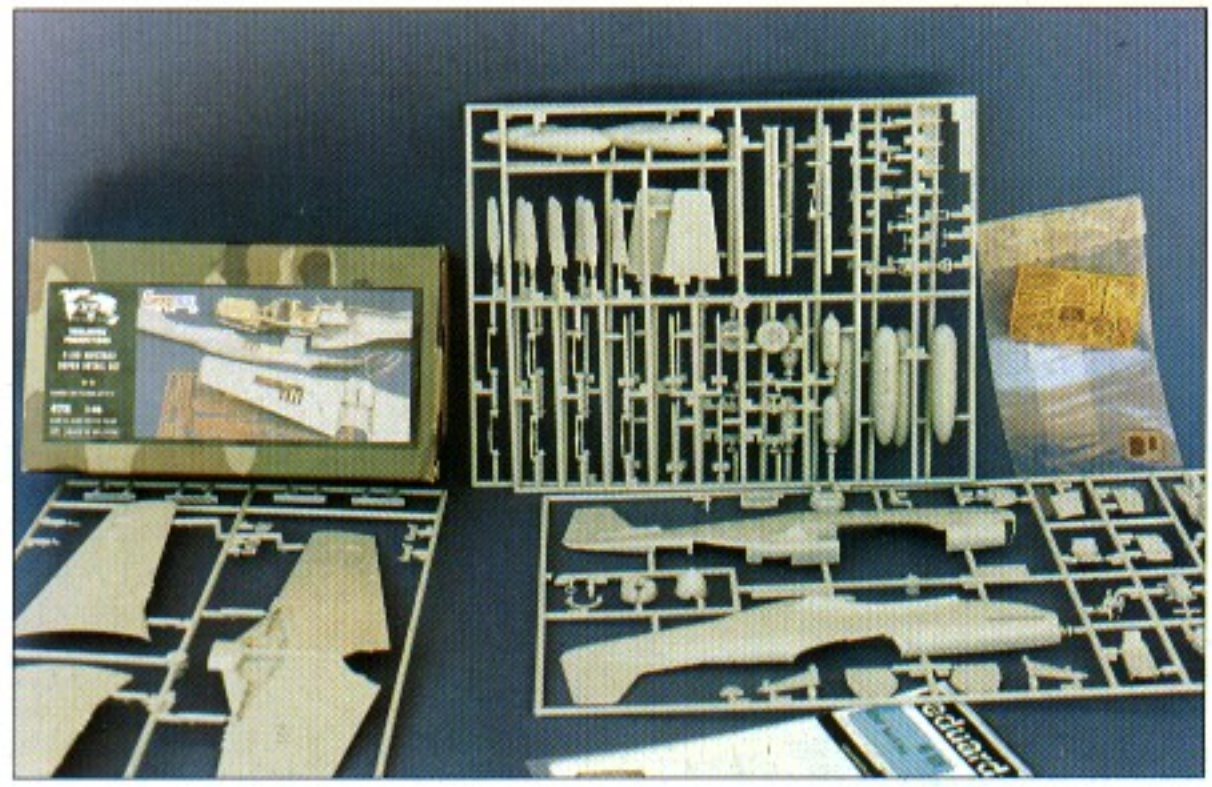
Introduction

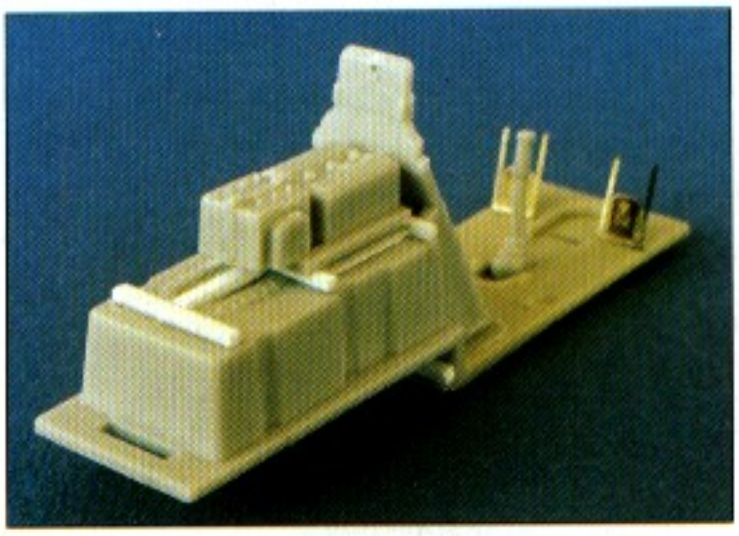
Large numbers of P-51D Mustangs served in the Mediterranean theatre, but the Chel Ha'Avir examples were purchased in 1948 from various sources. In 1951 when the Swedish Air Force put its P-51Ds on the market, the Chel Ha'Avir commander, Chaim Laskov, sanctioned the purchase of 25. Several were also purchased from Italy in 1955 and a year later all Mustangs were transferred to an OTU squadron.

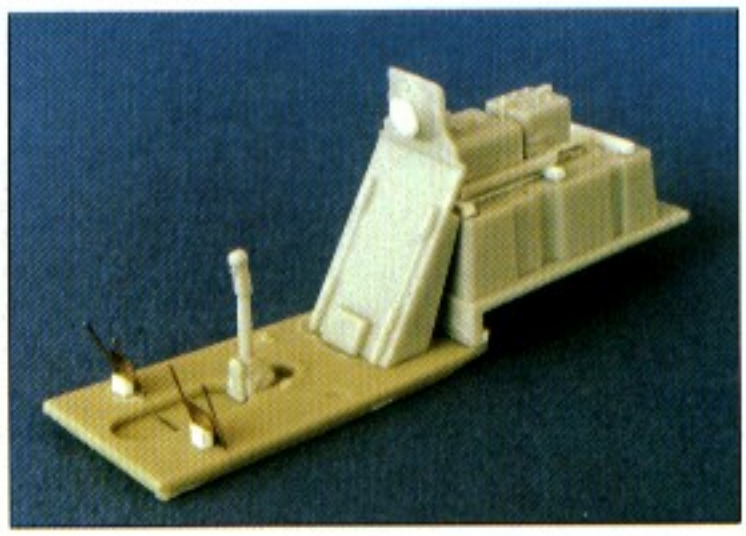
The Kit

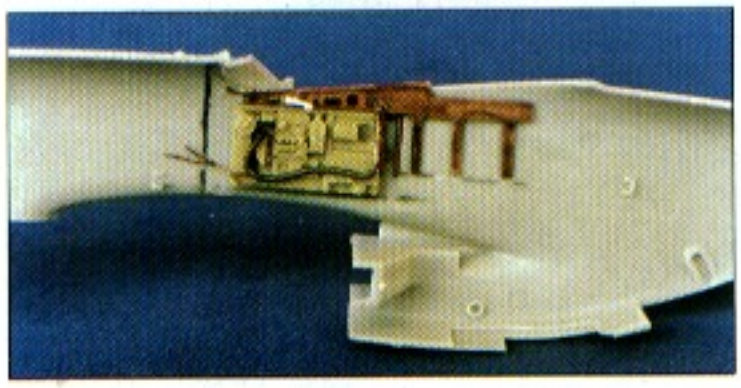
Hasegawa's model is moulded in medium grey plastic with crisply recessed panel lines. Alternate parts include propeller blades and exhaust pipes, and there is a choice of two cockpit canopies. The cockpit detail is adequate for this scale, but I opted to add the P-51D Mustang super detail set (No. 0478) from Verlinden Productions. The instructions are clear, and the decals include markings for three USAF fighter squadrons. My model however, was going to depict 'No. 54' of the Israeli Air Force.

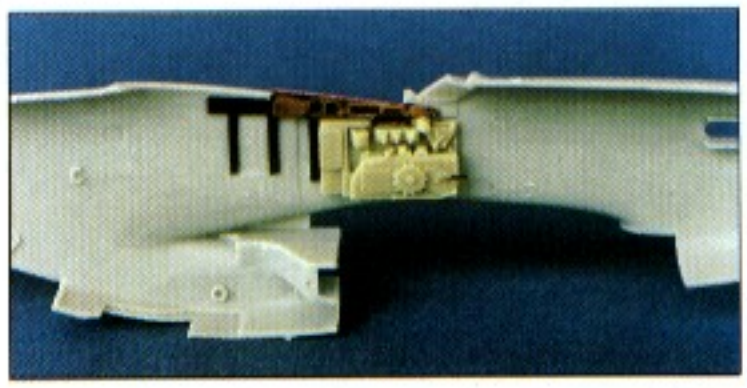


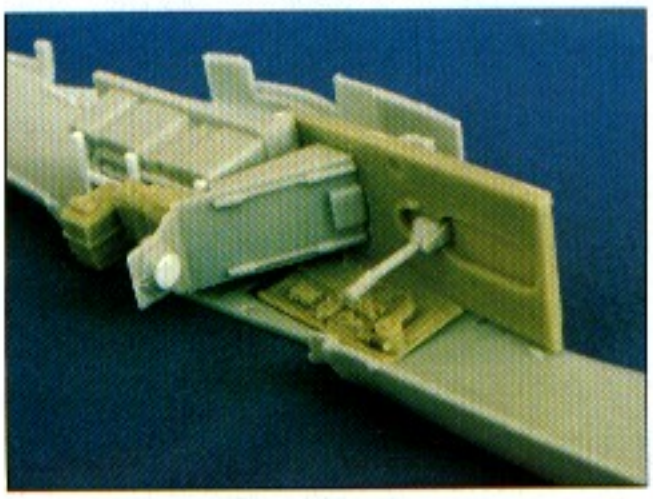


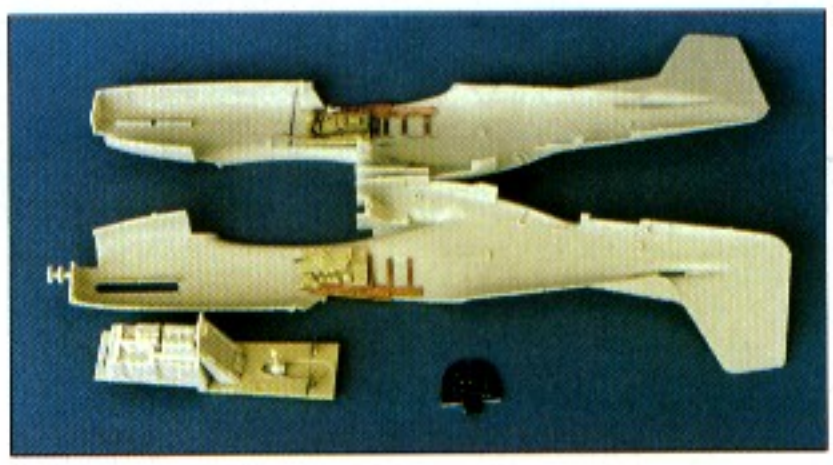


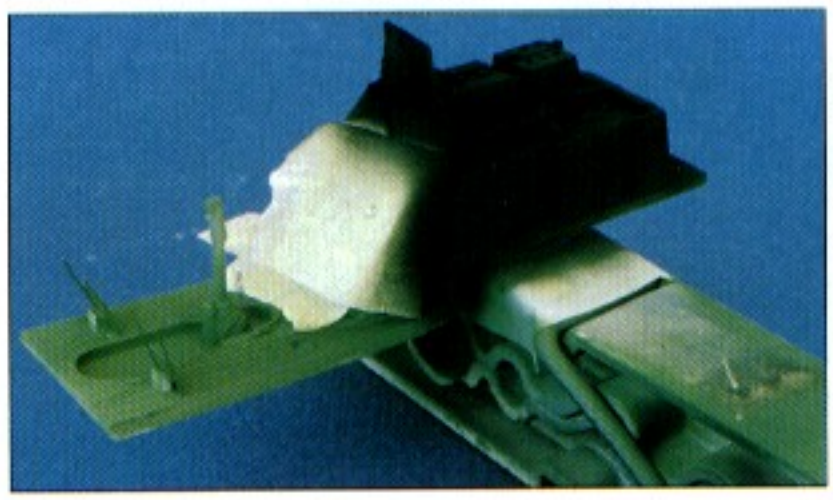


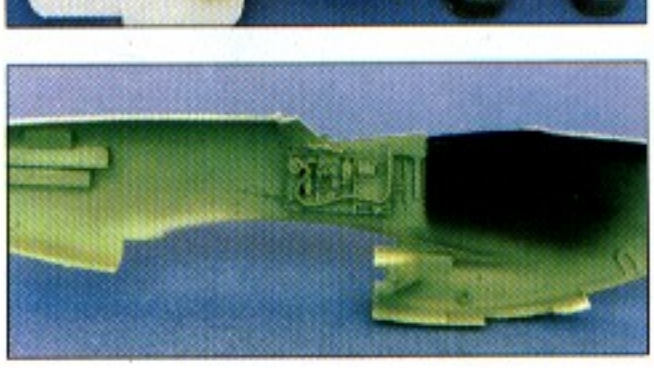


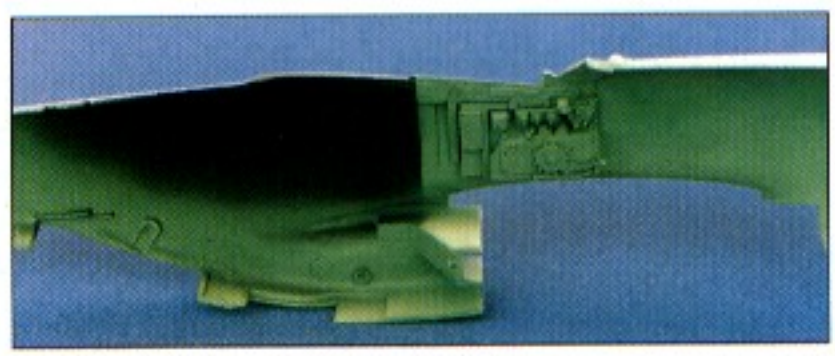


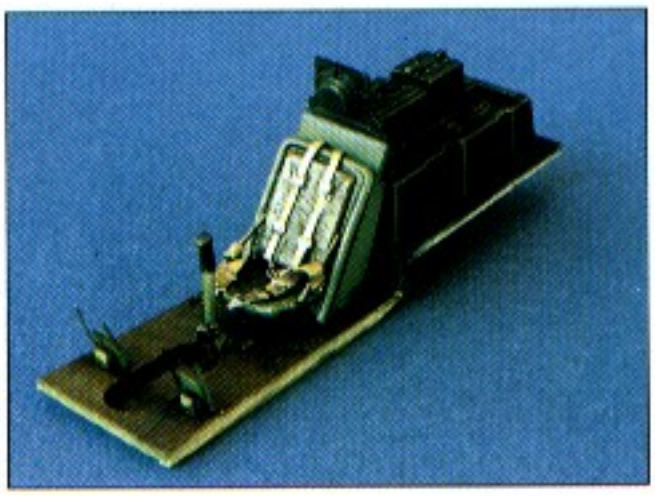


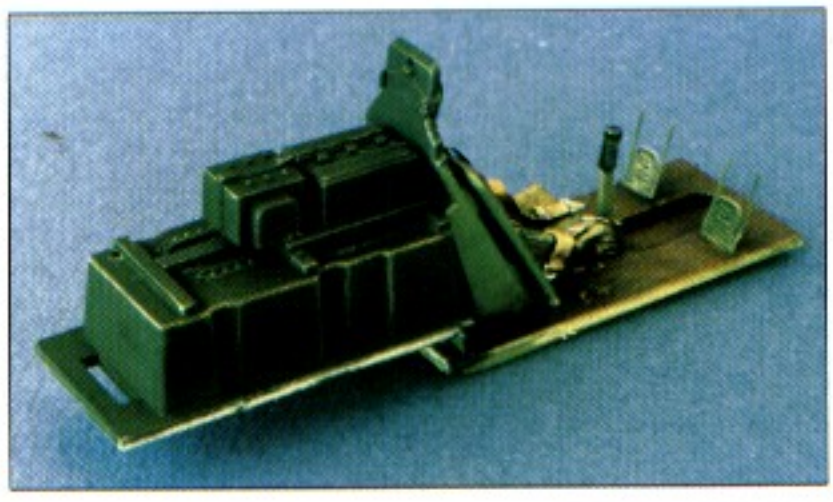












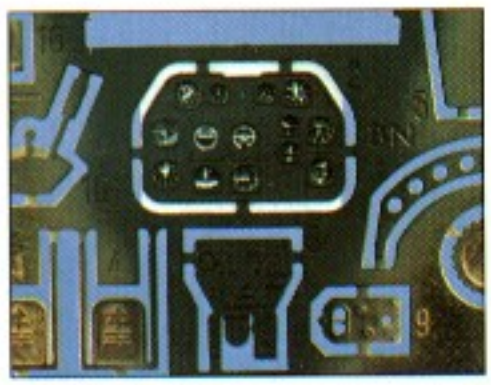
¥1. Cockpit and Seat

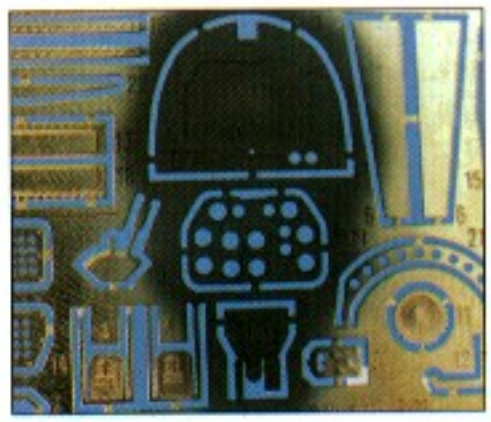
I availed myself of some photos and drawings of the interior of the P-51D Mustang, so that I could update the kit in this area. The instrument panel is very good, but I opted to use the photo-etched example from the Eduard set (#48-015), as well as the previously mentioned update set from Verlinden. I also added cables made from wire of different thicknesses, and sidewall detail and control levers from plasticard. I used the replacement floor from the Mustang update set, as well as the etched brass rudder pedals from the Eduard set.

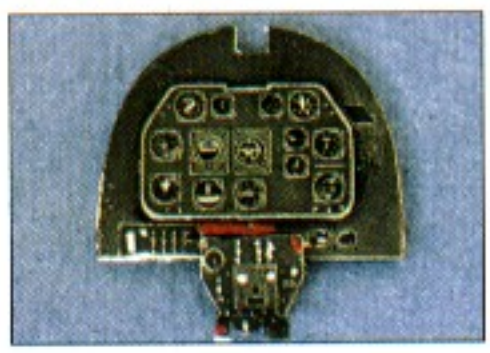
All of the interior was painted light green; I prefer using acrylics, and therefore used Gunze Sangyo H319 for the task.

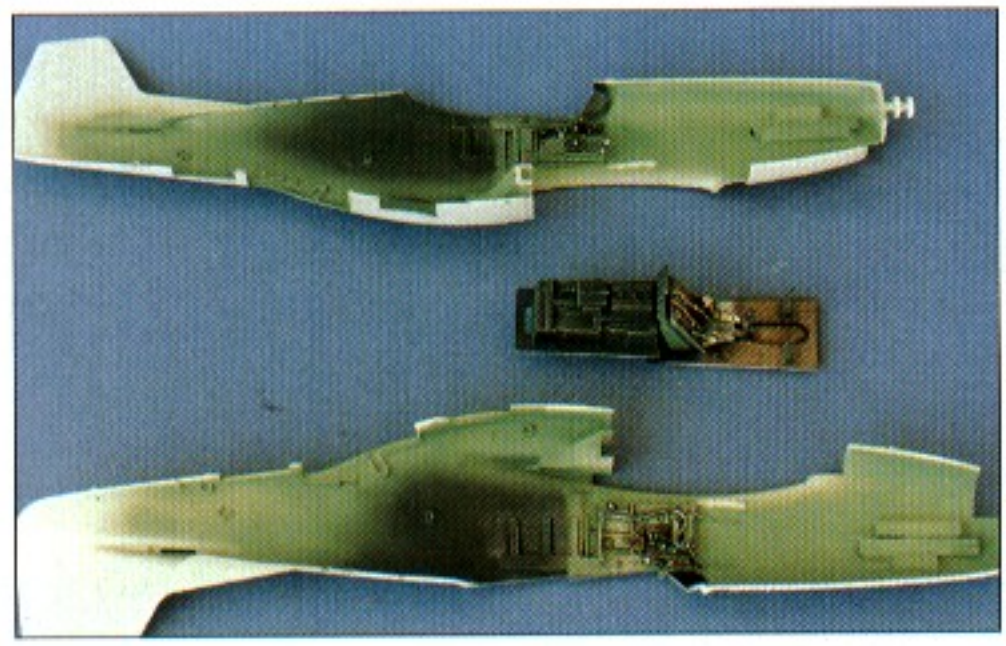
After painting the inside, I glued the reflector gunsight in position, having first added the 'glass' element from thin acetate sheet. The kit-supplied pilot's seat was used, with the addition of etched seat belts from the Eduard set.

Cockpit and Seat Cont'd





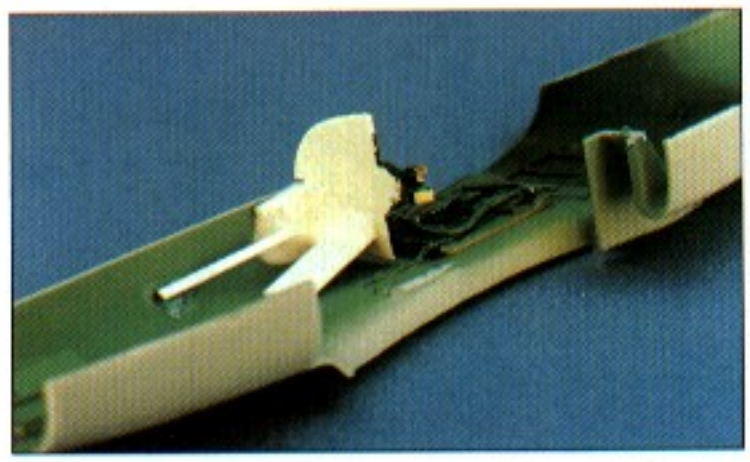


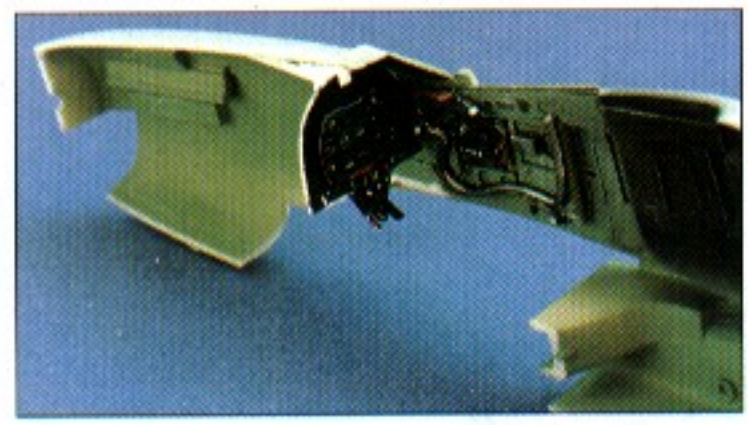


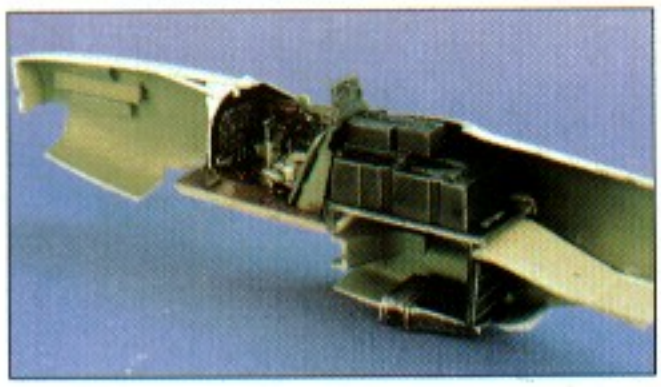
¥2. Fuselage

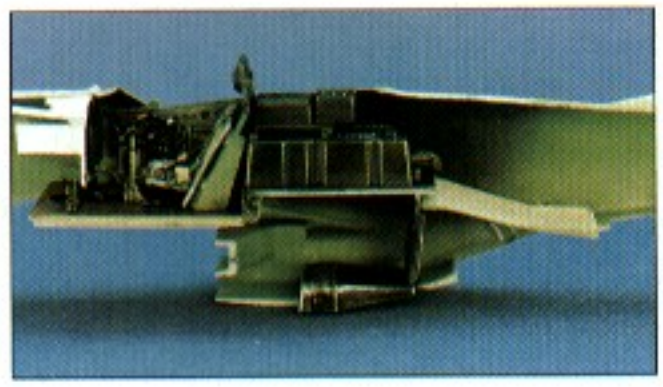
The fuselage is accurate, with recessed panel lines and the plastic is easy to work. After assembling and painting the inner parts, you have to insert the exhaust pipes and glue them in place.

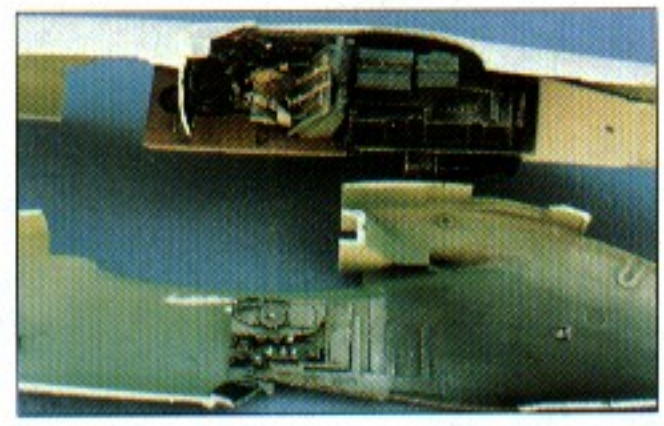
The fit of the two fuselage halves is good, but you will have to rescribe some panel lines that are removed during sanding etc. For this operation I used a scribing template from Verlinden.





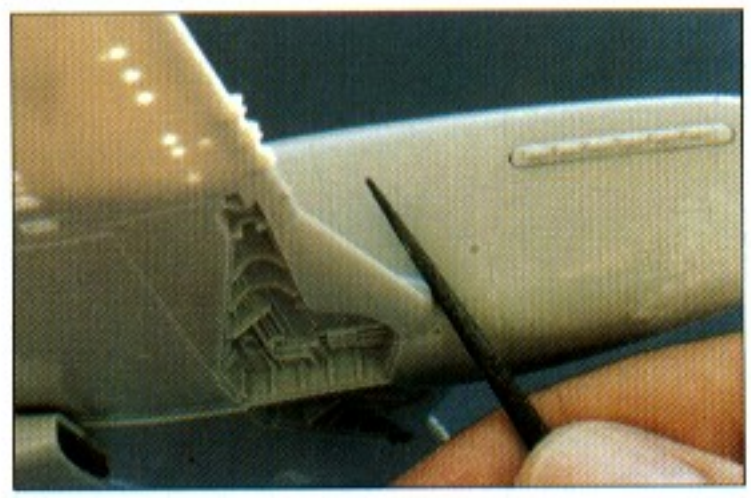


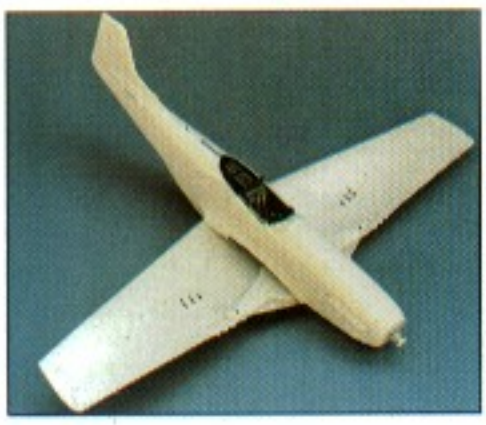


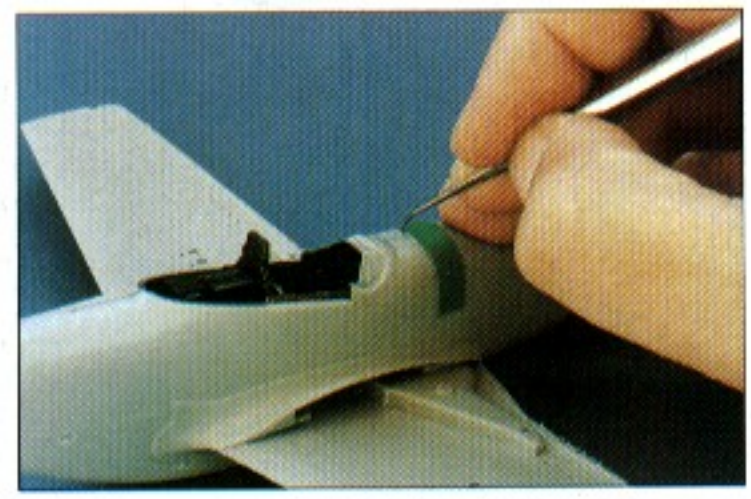


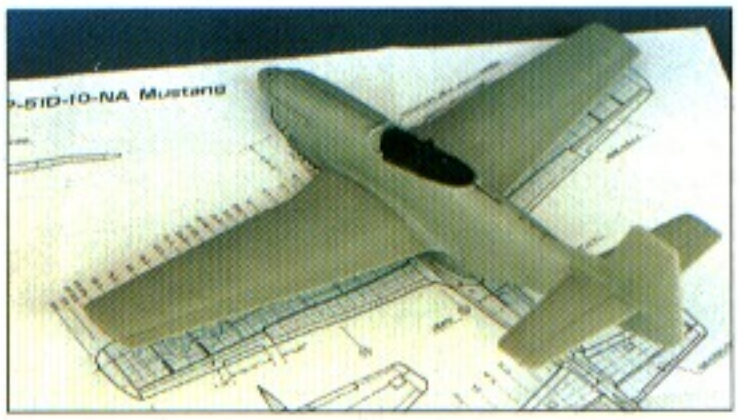
¥3. Wing and Tailplane

The wings look good, so I just secured them to the fuselage. This operation proved straightforward, as the join was extremely good. The gun barrels and housings were replaced with hypodermic tubing and plastic tubing, respectively. To do this, an appropriate size needle was inserted into the tubing and then the tubing was slid into the gun opening in the leading edge of the wing. Each gun is staggered differently from the next, so check your references. Once the guns were in place the leading edge was sanded smooth and polished using abrasive paste.

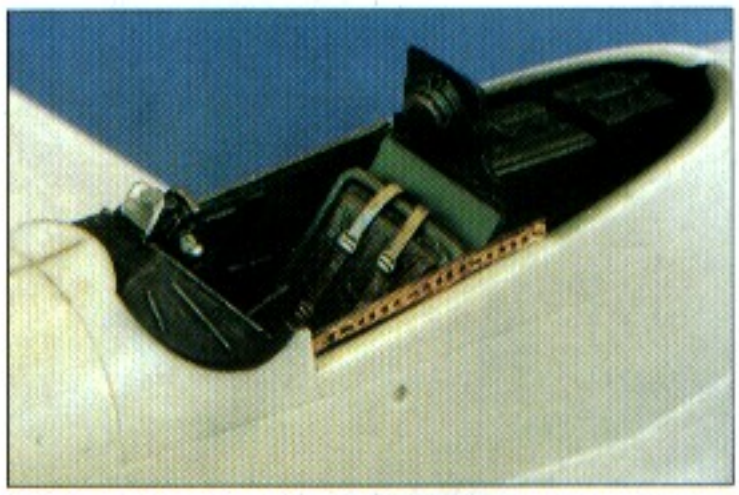






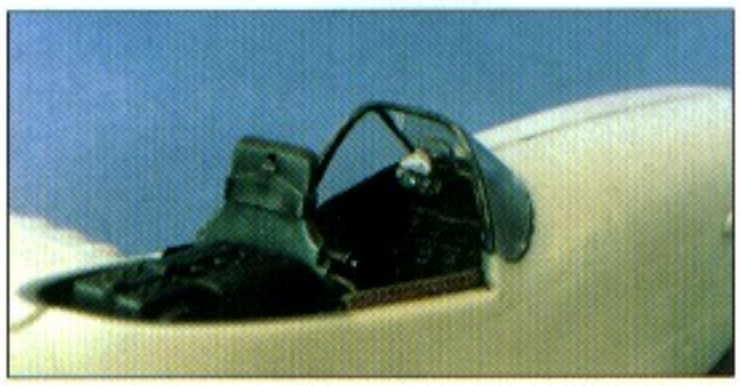


Wing and Tailplane Cont'd



¥4. Canopy

After assembling the model I installed the canopy. This was masked with paper, then painted. This painting included the frame of the internal armoured windscreen. When the canopy is finished it can be positioned and secured with cement.

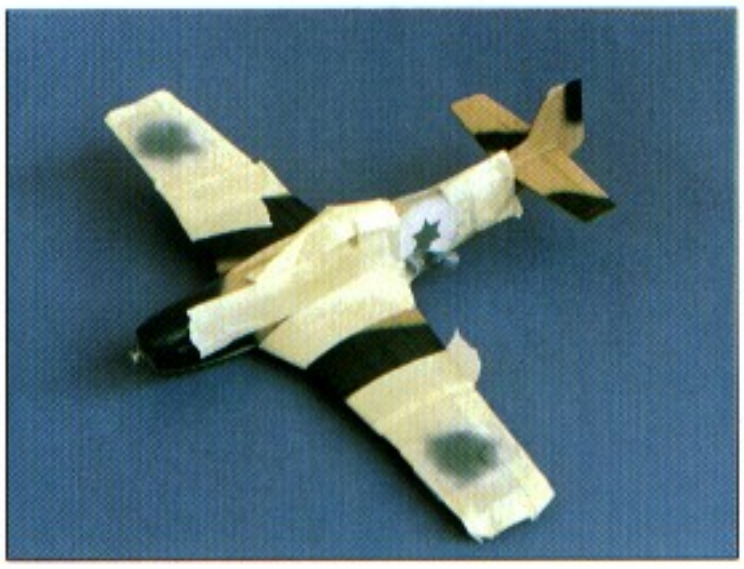


¥5. Painting

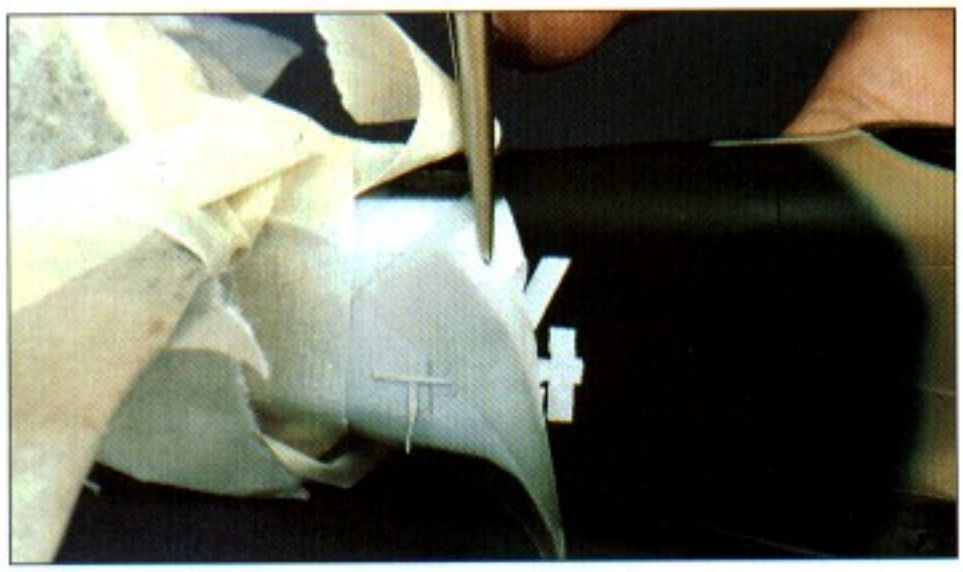
Here I will detail a couple of the techniques I employed. The first task is to smooth the surface of the kit using wet abrasive paper of different grades until you get to 800. After having prepared the surface the model is primed. I painted my model using Tamiya acrylic Yellow-Green (XF-4) thinned with alcohol.

After I pencilled the camouflage pattern onto the model, I started by spraying the underside with Light Aircraft Grey, followed by the camouflage scheme used on IAF P-51Ds. This consisted of Brown (FS 30219) and Royal Blue on the upper surface.

At this point there is a descision to be made regarding the decals; you can use the decals from Superscale, which are very good, or you can apply the markings by making up some semi-adhesive paper masks.

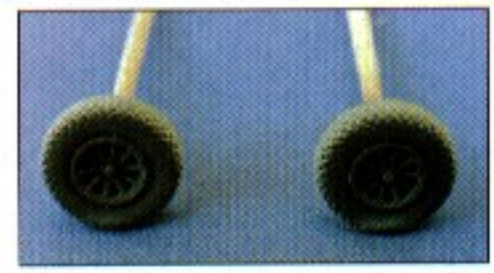


¥5. Painting Cont'd



¥6. Landing Gears and Wheels

The undercarriage looks good, but still needs some detailing work like adding some wire to simulate the brake cables on each oleo. The wheels are good too, but they would look better if they were 'weighted'. To achieve this I held each wheel near to a heat source, then pressed them gently on a flat surface. Just ensure that you set the 'flats' on these wheels in accordance with the incline of the oleo legs of the type.



¥7. Spinner and Propeller

The shape of the propeller is-beautiful. The spinner needs to be reprofiled though, and I did this by filling the tip of the unit with cyanoacrylic, then, when dry, sanding the unit to the correct shape. The prop blades had their tips painted yellow, which, when dry, were masked prior to spraying the blades Tamiya Black.

After this you can paint the model and stick the propeller into the propeller-hub.

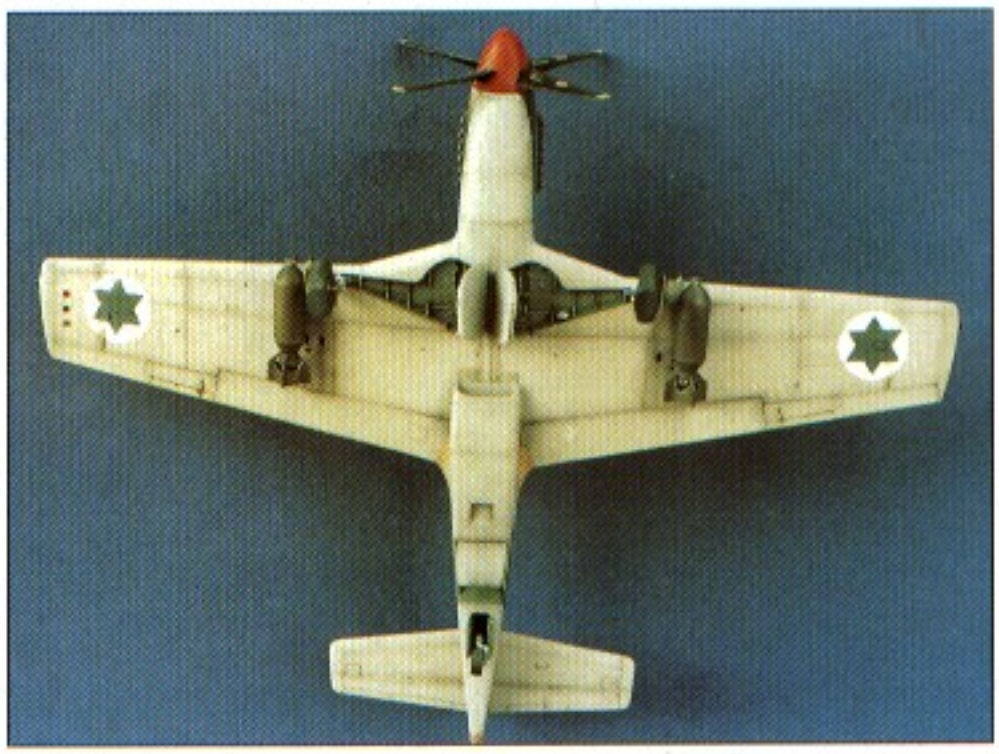
¥8 Decals

The only ones that I used were the stencils on the propeller blades. I would recommend that you use some form of plastic polish (avoiding the silicon ones) to actually polish the model after painting. This will obviate the need to apply gloss paint prior to decalling, but still remove the risks of silvering with the decals.

¥9 Weathering

The weathering of the model is very important and this entire task was undertaken carefully. In order to give prominence to the panel lines I added diluted acrylics, in this case brown, white, grey and black, along each. I pushed the mixture into each line using a No. 04 brush, but also darkened and highlighted the lines with similar applications of these colours with an airbrush. The darker colours were added to the lower areas of the panel lines, with the lighter shades along the edges.

This latter operation will give a certain depth to the model and will eliminate the flat appearance of a standard paint scheme. Paint chips were simulated very simply; all you need is a brush and a little aluminium paint. Finally the model was given an overall coat of Tamiya X-21, then X-22 to make the upper surfaces dull.



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References

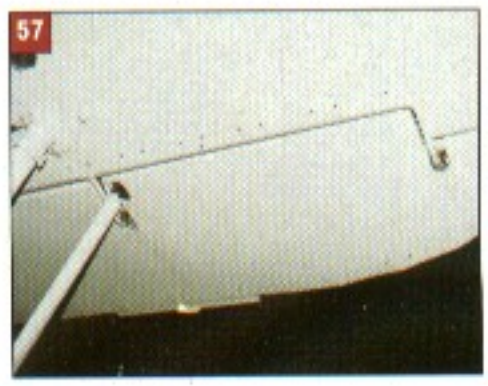
Model Art - No. 401
Squadron Signal - No.45
Scale Aircraft Modelling Vol. 17 No. 6 August 1995
Israeli Air Force - Bill Guston
Israel's Air Force - The power series - Samuel M. Katz - Motorbooks International

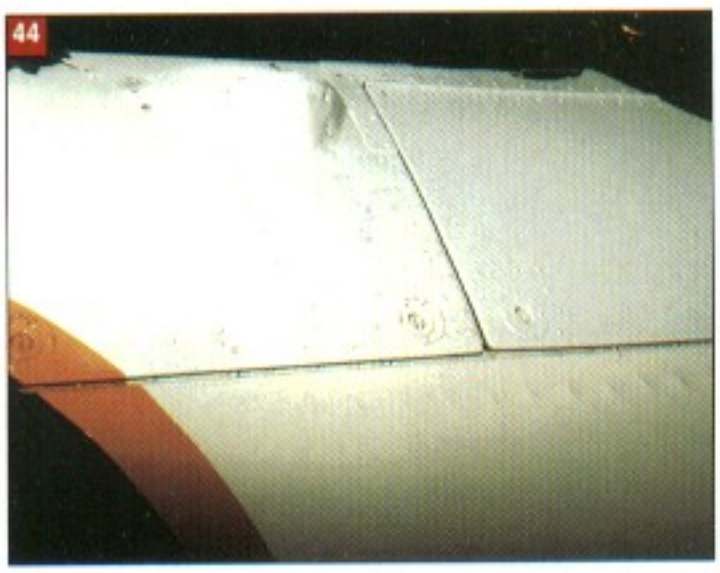
Angelo Lodetti

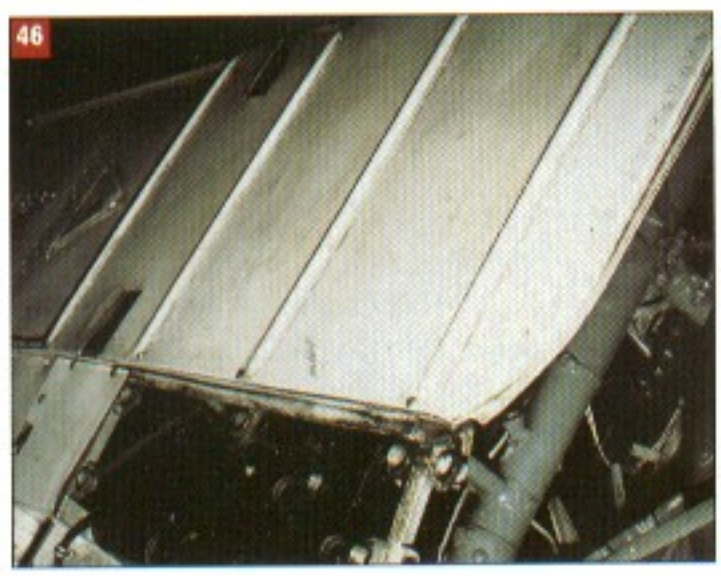
Paints	Code	FS No	Colour	Area
Gunze Sangyo	H310	30219	Brown+20% Tan	Upper Surface
Tamiya	X-3		Royal Blue	Upper Surface
Gunze Sangyo	H332		Light Aircraft Grey	Lower Surface
Tamiya	XF-1		Black	Propeller
Tamiya	XF-7		Flat Red	Spinner
Gunze Sangyo	H319		Light Green	Cockpit
Gunze Sangyo	H319		Light Green	Pilot Seat
Gunze Sangyo	H319		Light Green	Main wheel Well
Testor (Metalizer)	1402		Steel	Landing Gears
Gunze Sangyo	H56		Medium Blue	David's Star

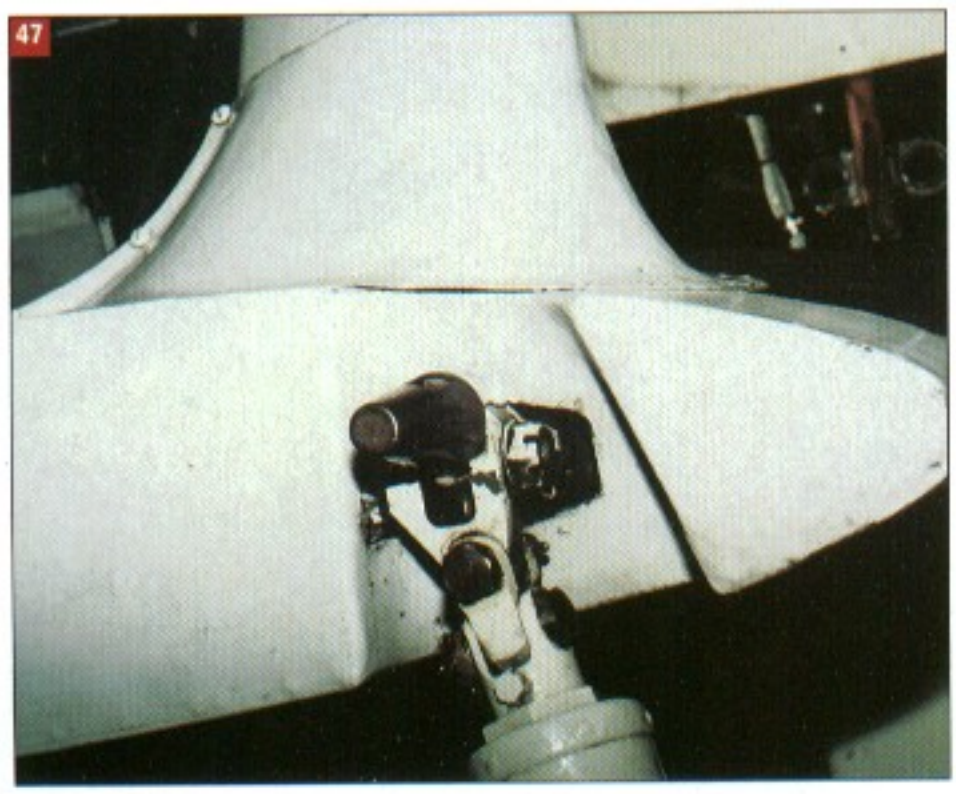
Photo Album: Fairey (Blackburn)Swordfish Mk I/II Part 2

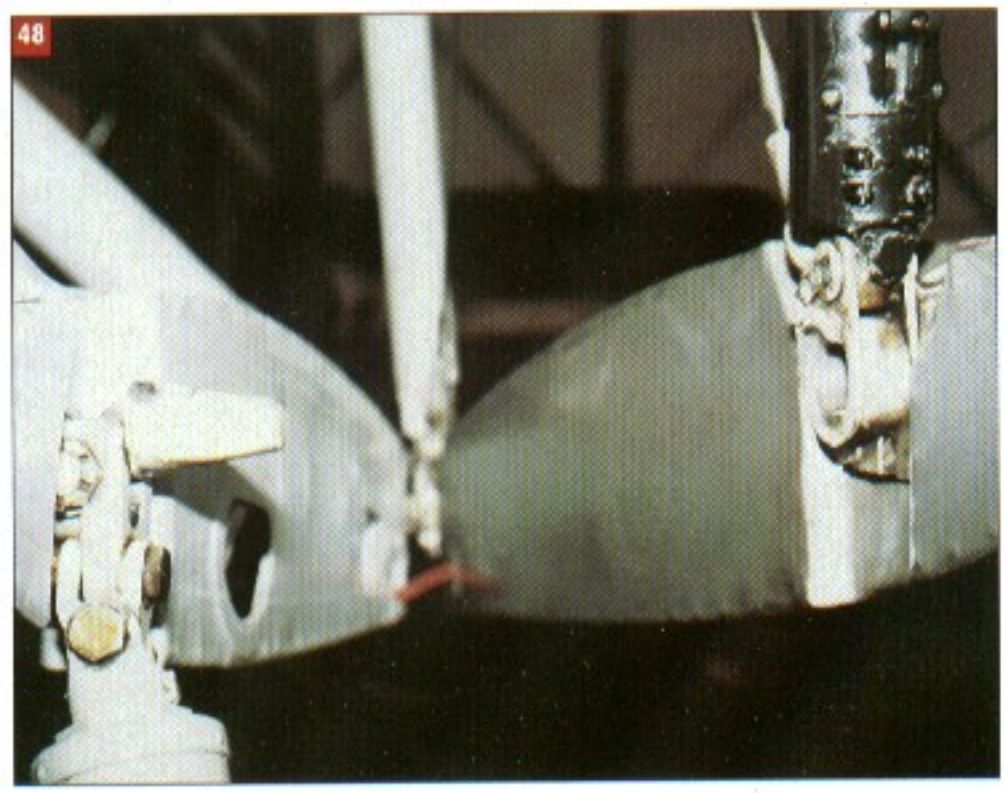
by Mark P. Attrill











- 41. Fuel tank breather pipes found on the upper forward fuselage
- 42. The rather prominent cockpit access foot holds that dominate the port side of the fuselage; in this case on W5856
- 43. Close-up of the distinctive zip which is located on the port side mid-upper fuselage section just aft of the TAGs position. On the floatplane version of the Stringbag the fuselage side was unzipped to deploy the sea anchor stowed just behind the TAG's cockpit!
- 44. Close-up of the upper fuselage sides on LS326 showing the style of panelling. The bulge in one of the panels hides the mounting for the large Observer's compass which, in this instance, has been removed for servicing
- 45. Close-up of the rather crude tubular steel cockpit access step mounted on the lower fuselage
- 46. General view of the fuselage under-surfaces. The ribbed nature of the panelling is noteworthy
- 47-48. The main wing fold mechanism showing the position and shape of the main locating spigot
- 49. Wing stub plane under-surfaces - note oil staining
- 50-52. These three photographs illustrate the main fuselage/stub plane mounting strut and the red-handled wing release mechanism located on the leading edge of one of the main wing struts
- 53. Upper view of one of the principal wing struts
- 54. Wing fold hinge at the rear of the lower mainplane
- 55. View looking up at the prominent leading edge slats which deployed automatically when the airspeed dropped below a certain level
- 56-57. Two useful views of the large upper mainplane ailerons
- 58. Underneath of the upper mainplanes of W5856, showing the style of Squadron code lettering found on most pre-war FAA Swordfish
- 59-61. Three photographs of the mainplanes which provide some valuable references to the style and layout of the struts and braces on the Swordfish. Note the location of the landing light in the leading edge of the lower wing in Photo 61
- 62-63 Two close-up shots of the prominent Swordfish landing lights. Modellers should note that the landing light illustrated in Photo 62 has had its transparent cover removed for servicing
- 64. Pitot tube mounting. This shot also provides some useful detail on the mainplane strut mountings
- 65. Close up view of the formation lights mounted in the under-surfaces of the lower Port mainplane
- 66. Close up of one of the hand holds located on the tips of the lower mainplane and used to assist with deck handling or wing folding

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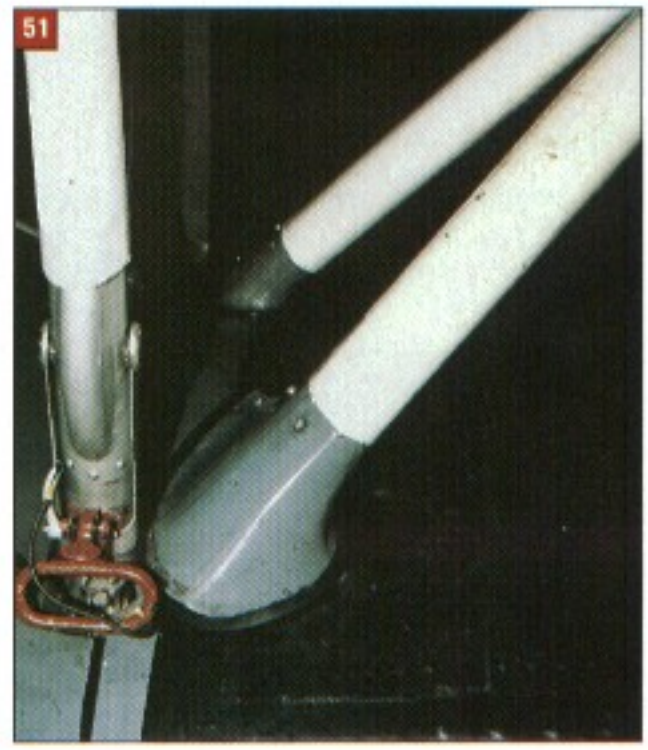
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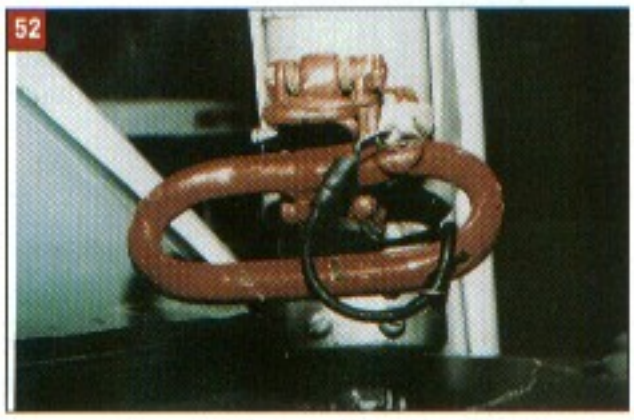
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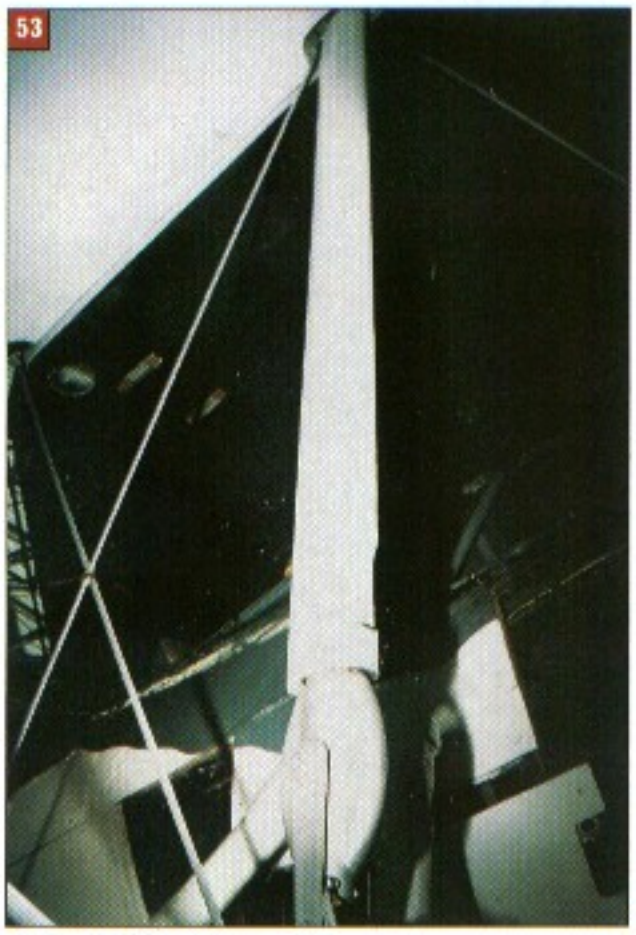
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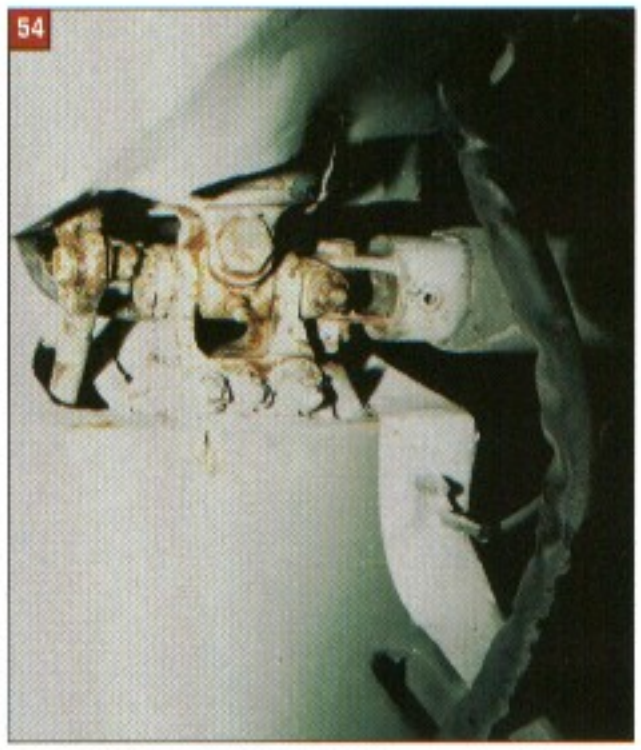
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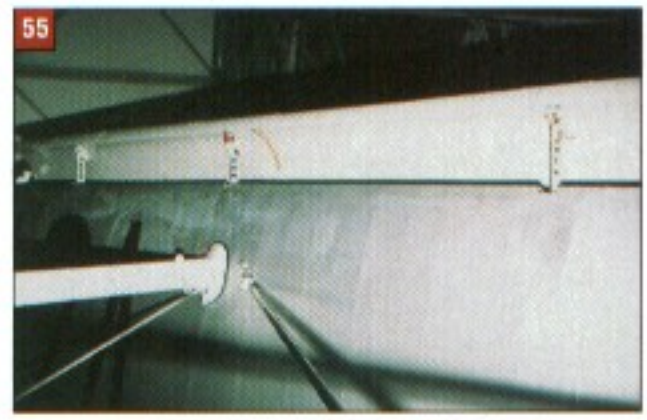
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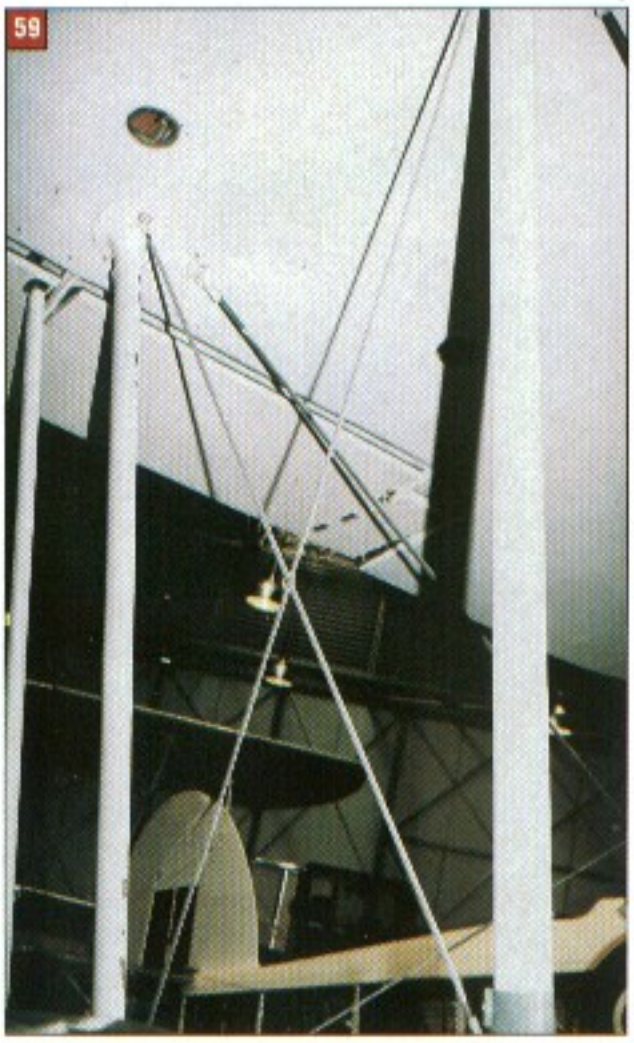
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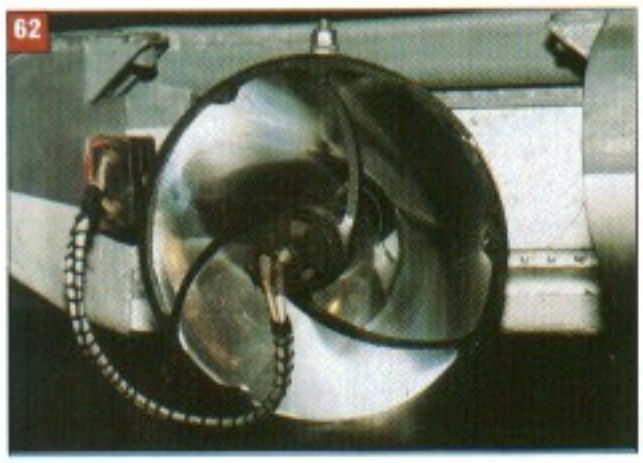

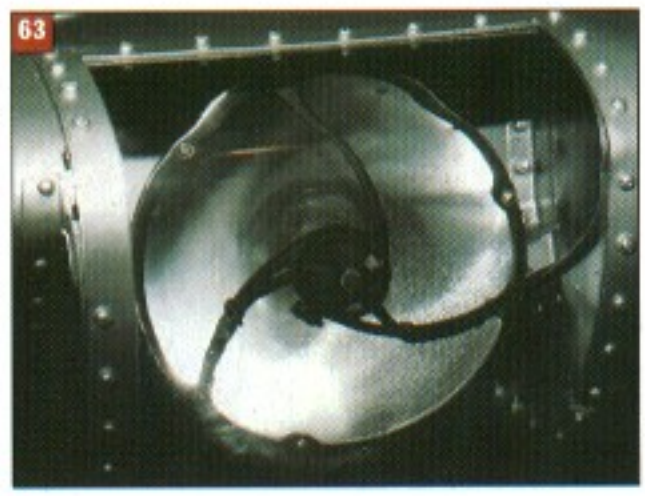

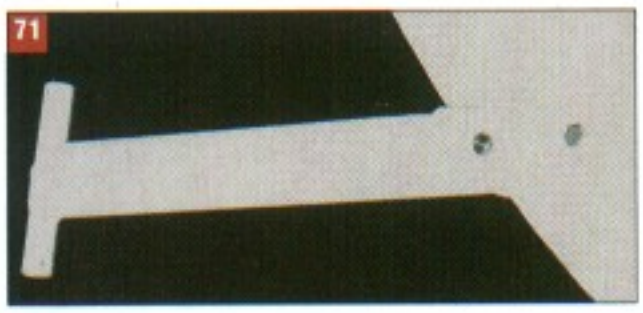

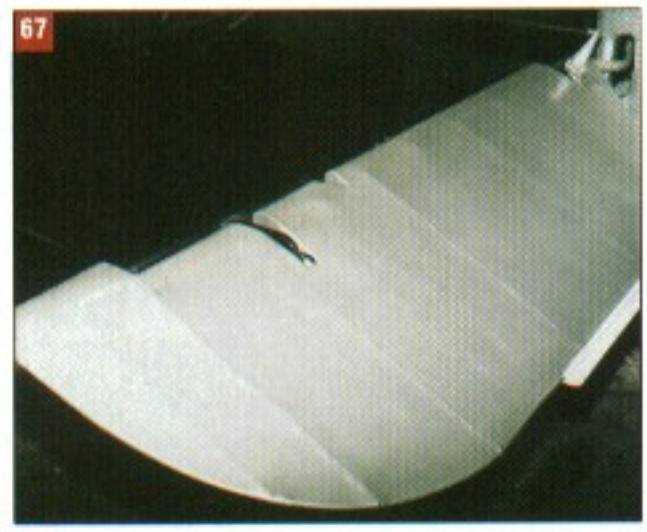

- 67-68. The distinctively shaped tailplane of the Swordfish is well illustrated in these two views
- 69-70. Two photographs of the fin and rudder on W5856 which provide some useful photographic references regarding the location and layout of the bracing wires. The RNHF Swordfish Mk I carries the pre-war markings of 810 Naval Air Squadron
- 71. Communications aerial fairing located on the top leading edge of the fin
- 72. Close up view of the aileron controls
- 73-74. Two useful views of the flying control cables that run under the tailplane. Note the absence of panels that provides some useful detail on the internal tubular structure of the fuselage
- 75. Tailplane mounting strut detail
- 76. The formation/navigation light cluster located at the base of the rudder
- 77. Close up view of the 'V' strut which folds away under the tailplane in flight. It is shown here in the 'deployed' position ready to be connected to the outer edge of the lower mainplanes to retain them in the folded position during deck or ground handling
- 78-79. Two photographs showing the 'V' strut connected to the eye located on the outer edge of the lower mainplane adjacent to the handholds
- 80. Main undercarriage oleo leg fairing. Note the prominent brass plate which carries servicing information
- 81. Close-up of one of the foot rests on the main undercarriage leg
- 82-83. Two views of the main undercarriage structure and struts. Note the plethora of black coloured footrests
- 84. Close-up shot of the mainwheel which provides good reference data of the hub pattern
- 85. Overhead photograph of the mainwheel assembly. Note the layout of the footrest at the rear of the fairing which is semi-matt black in colour
- 86. Close-up of the simple tailwheel assembly
- 87-88. These two photographs provide some useful photographic references for the replica 18in Torpedo which is normally carried under the fuselage. Modellers should note, and take care, this is a replica and its shape is not truly representative of the real weapon. The most useful piece of reference data is the layout of the torpedo braces

- **Acknowledgements**

Thanks are due to Commander Phil Shaw MVO FRAes RN, Flight Commander of the Royal Navy Historic Flight, Commander Bryan Wood RN (Retd), General Manager, and the staff of the RNHF for their excellent support and assistance during the preparation of this photo feature.

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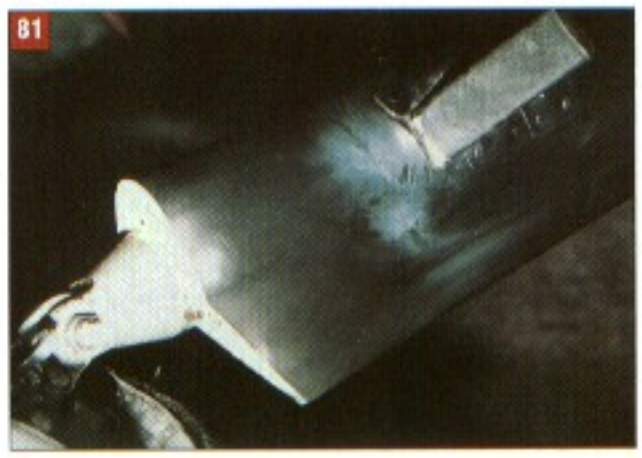
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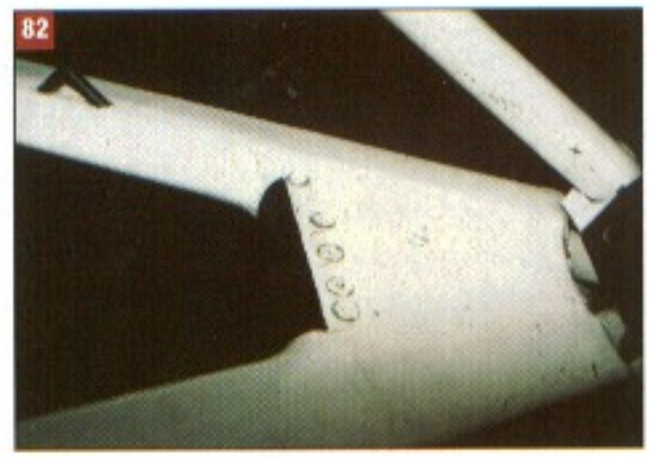
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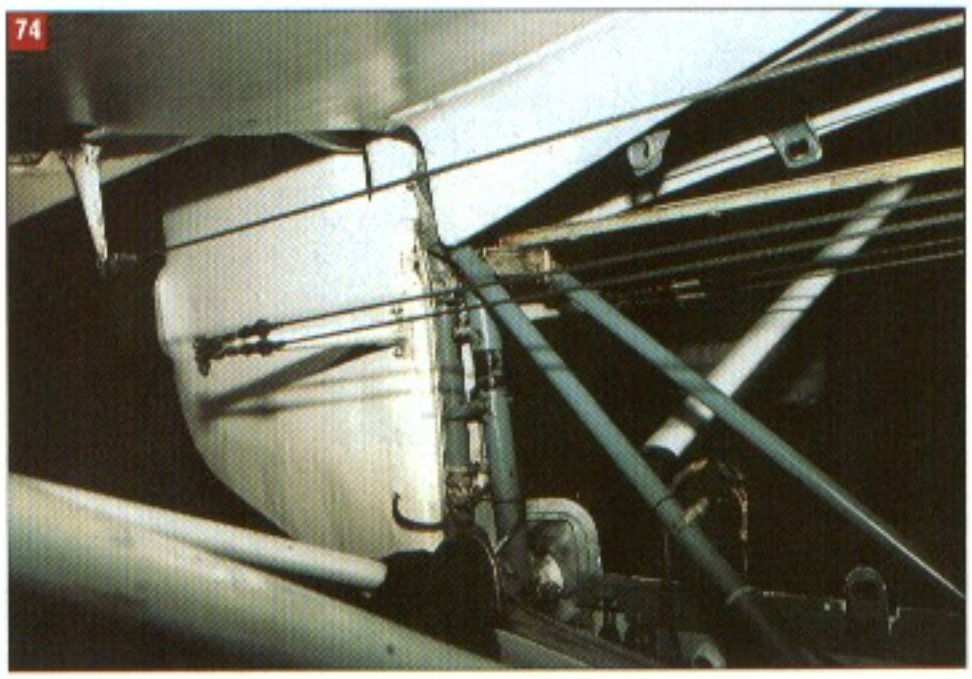
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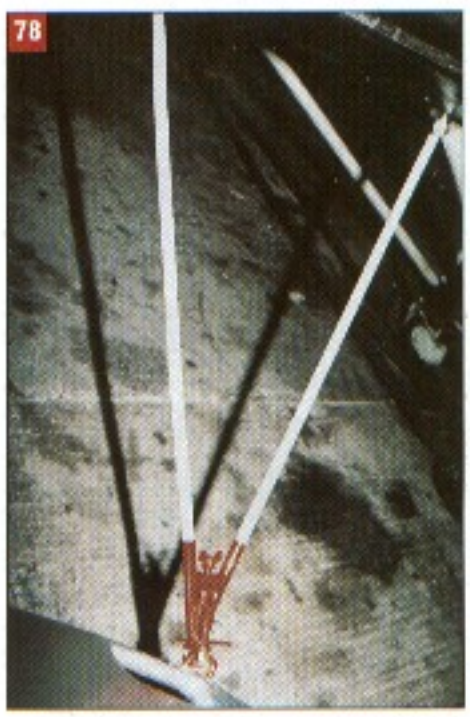
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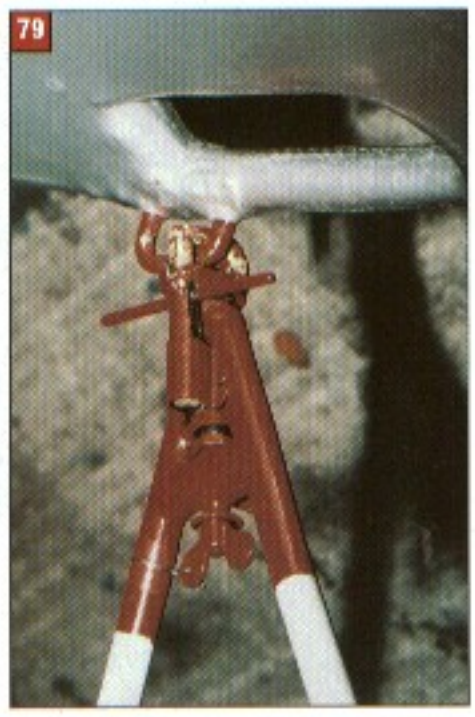
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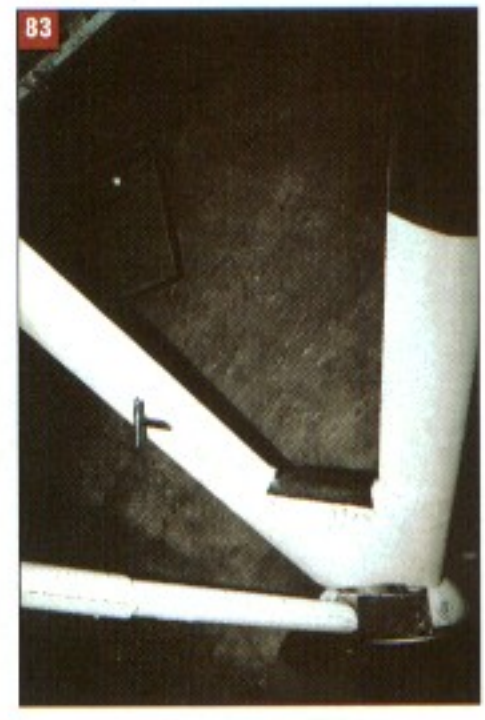
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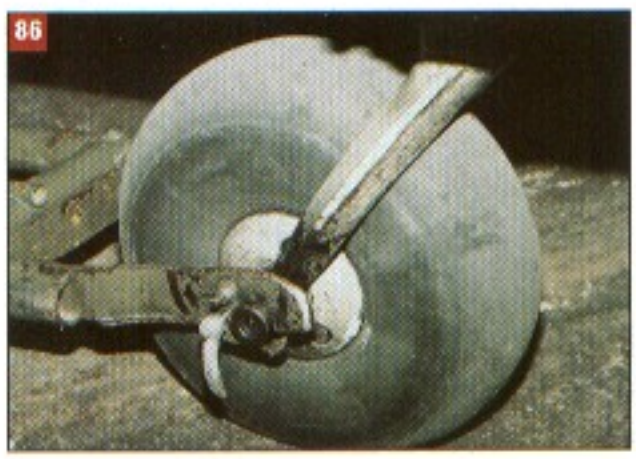
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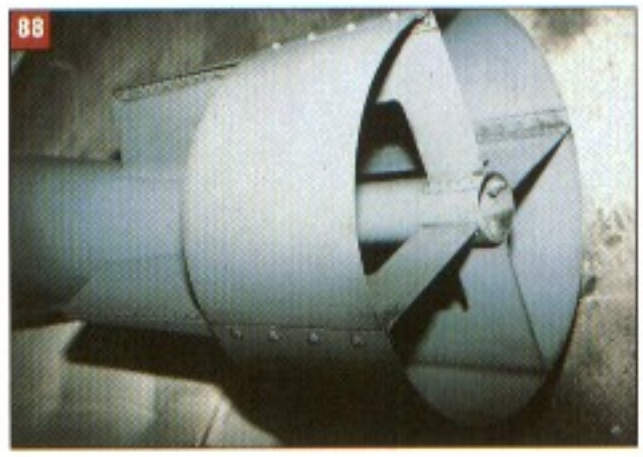
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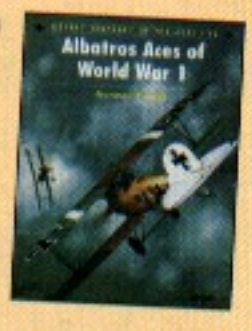
News

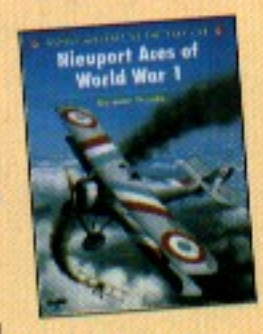
Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.

Osprey

Two new titles have just been produced by Osprey in their Aircraft of the Aces series. The first (No. 32) is on Albatros Aces of World War I and is written by Norman Franks. This 18cmx24cm title offers 96 pages and a laminated card cover. The centre pages offer 40 colour profiles and there are 1/72nd scale drawings included at the back. The narrative is concise and informative and is well illustrated with lots of period B&W photos.



The other title in the series (No.33) is on Nieuport Aces of WWI and is also written by Norman Franks. This title is in the same format as the previous one, and once again offers 40 colour profiles in the centre pages and 1/72nd scale plans at the back. The narrative is split into coverage of British and French aces who flew the type, and the final chapter takes a look at other Allied aces who flew Nieuport scouts, as well as some machines that were captured by the Germans. Each section is illustrated with a large number of period B&W photos.



Also recently released by Osprey is the eighteenth title in their Combat Aircraft series and this one is the first part of their coverage of B-17 units of the Eighth Air Force. This is once again in a 18cmx24cm format, with 112 pages and a laminated card cover. Written by Martin Bowman, the title takes the usual format for the series and the centre pages offer forty colour profiles of B-17s as well as a couple of pages of colour nose art. The scale plans are at 1/105th scale, so enlargement by 1.5 will result in 1/72nd scale. Narrative text is concise and informative and although most of the photographs are well known, this is certainly a title worth adding to any USAAF collection.

The final title from Osprey this month is all about the Boeing B-52 Stratofortress. This 19cmx27cm book offers 272 pages and a laminated card cover. Written by Robert F. Dorr and Lindsay Peacock, the title covers the type in great detail with over 130 B&W and 40 colour photographs. The depth of coverage is extremely good, with separate chapters on technical developments, as well as the use of each version.

Canav Books

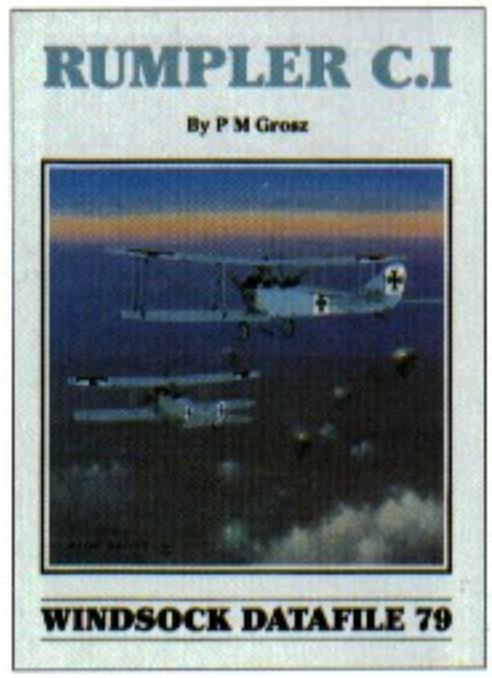
A new title on de Havilland in Canada by Fred W. Hotson has just been released by this Canadian publisher. The book is huge, offering 376 pages in a 23cmx29cm format with a hardback cover and separate colour dust jacket. The narrative deals with DHC from the early days with Tiger Moth and Mosquito production right through such types as the Beaver, Otter, Dash 8 and Global Express. The book is lavishly illustrated with 800 photos, a large number of which are in colour. Currently this title is available directly from the publisher for US$45.00.

Windsock Datafile (No.79) - Rumpler C.I

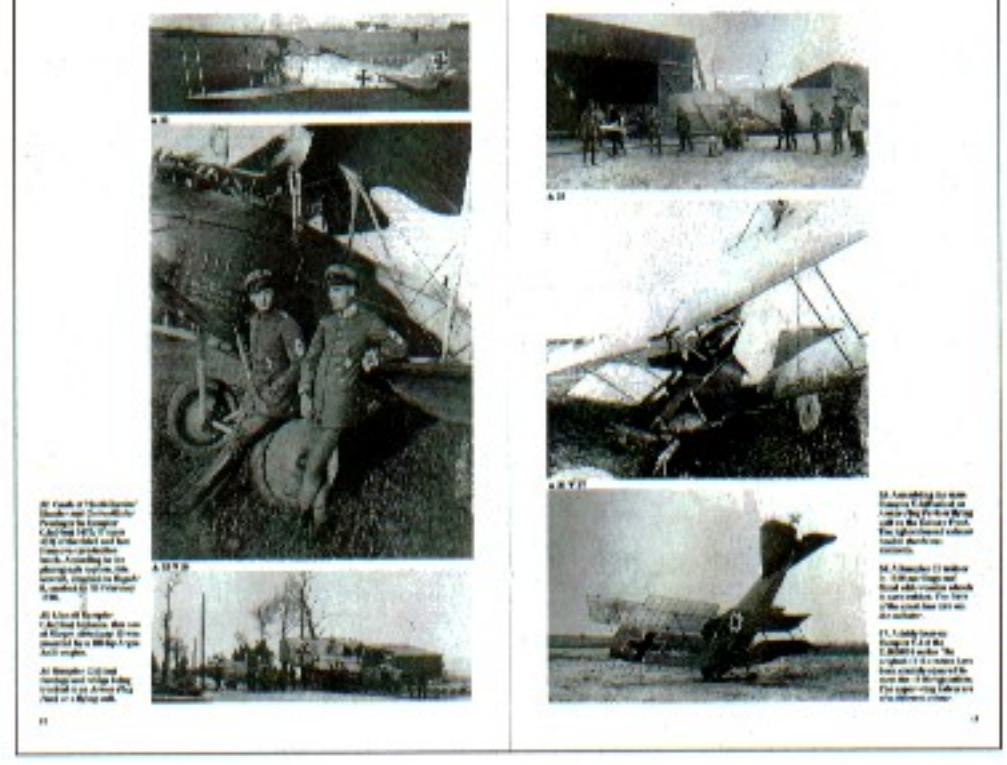
by P.M. Grosz

Price: £8.75 plus P&P
ISBN:1-902207-21-1
Publisher: Albatros Productions
Format: 21cmx29cm, 36 page, laminated card cover

This title is in the standard format for the Windsock Datafile series. The narrative text starts with a look at the Rumpler company and then goes on to chart the development and service use of the C.I.



This is all supported with a mass of period B&W photographs and diagrams, as well as 1/72nd and 1/48th scale plans. The final two chapters of this book consist of a large selection of detailed photographs of the C.I and a section dealing with the fabric finish and markings applied to the type during service.



Conclusion

This is an excellent title, and a 'must' for any WWI aircraft fan. If you have already collected the Windsock Datafile series, then I am sure you will want to add this one to your collection.

Our thanks to Albatros Productions for the review samples.

Finnish Air Force Squadrons Vol. 1 - BS 42

by Matti H m l inen

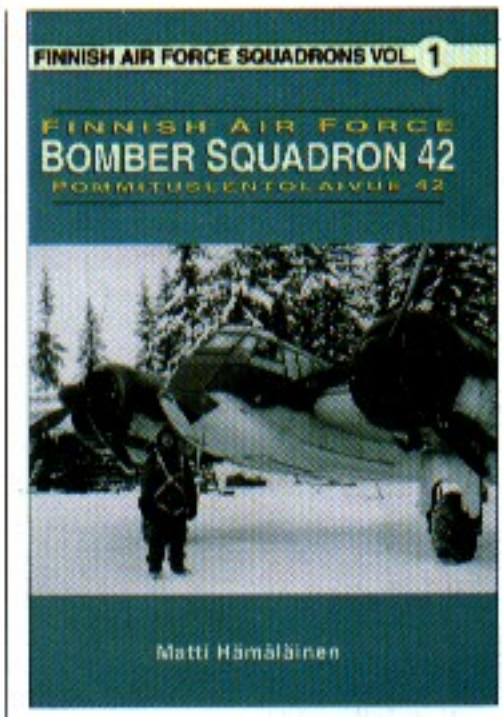
Price: FIM 180
ISBN: 9-789525-186130
Publisher: Koala-Kustannus, Helsinki.
Format: 17cmx25cm, 160 pages, hardback cover

This title deals with the 42nd Bomber Squadron of the Finnish Air Force from 1939 to 1945. The text is in Finnish and English, as are all photo captions. The narrative text starts with the Winter War period of 1939-1940 with the squadron operating the Bristol Blenheim, as well as the Anson in the training role. The 'peace' period in 1940-41 is covered next and this chapter contains a wealth of interior shots of the Blenheim. The Continuation War of 1941-44 is covered in the next chapter and the final chapter deals with the Lapland War of 1944-45. Each of these chapters is packed full of clear B&W photographs of the Blenheim in action, which include lots of detail like camera equipment and bomb loads. There are even a couple of pages of colour photos. The remainder of the title includes appendices that list Blenheims and their fates, other aircraft operated by the squadron and a chart giving Finnish ranks with English equivalents.

Conclusion

This is a really stunning book, and one I can highly recommend to all Finnish Air Force fans. With the release of the Blenheim by Classic Airframes in the not too distant future, this title will be extremely useful to any of you making the kit, as the interior photos are extremely clear and have rarely been seen.

Our thanks to Aviation Shop, Helsinski for the review sample. All interested parties can obtain copies of this book directly from them.

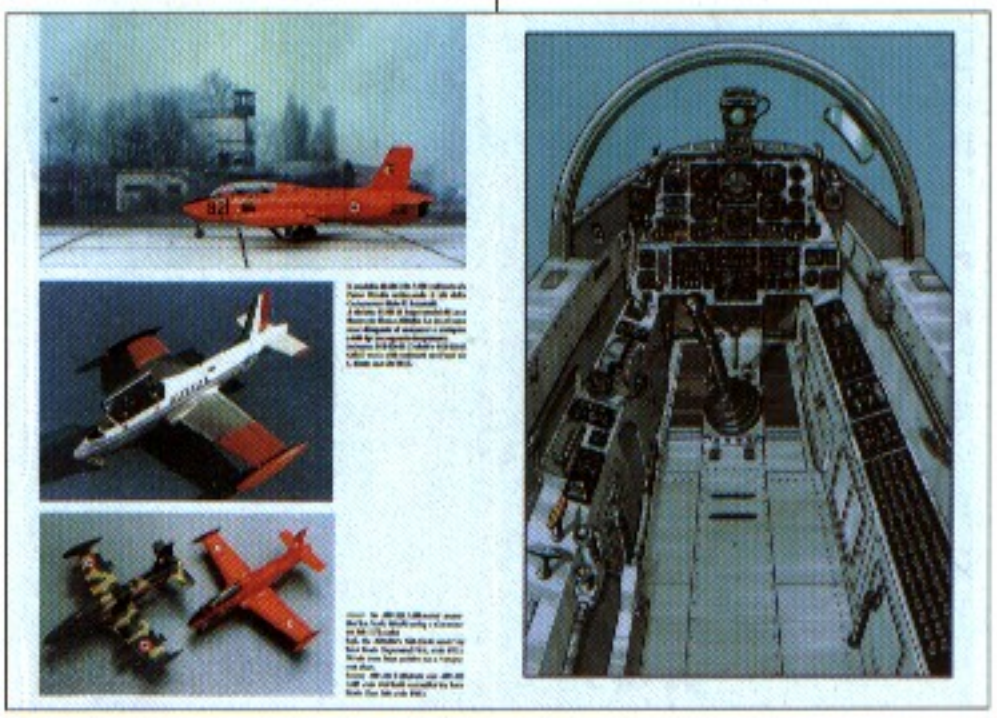


AerMacchi MB.326

by Giorgio Apostolo

Price: L.30,000
ISBN: XXX
Publisher: La Bancarella Aeronautica
Format: 21cmx29cm, 64 pages, laminated card cover.

This is the thirteenth title in the popular Ali d'Italia series, and follows the usual format. The laminated card cover is gatefold and offers a mass of side profiles by Richard J. Caruana. The main contents of the title are split 50/50 colour and mono and the text is in Italian and English (as are the photo captions). The narrative charts the development and early production of the type, then goes on to cover the use of the MB.326 in the Italian Air Force as well as its use by a large number of foreign customers. Both 1/72nd and 1/48th scale plans are included for the E version, as well as side profiles of the prototype, D, GB and K versions. The final two



chapters deal with the type in detail, with lots of clear photographs and diagrams of its construction, as well as listing all the kits and accessories that have been produced of the type.

Conclusion

Another great title in the series and one for all Italian Air Force fans. With the new Supermodel kits of the type available, I am sure many of you will find this title invaluable in detailing them.

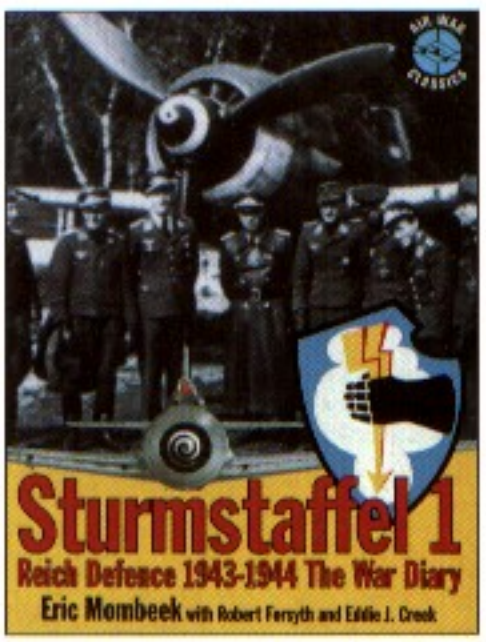
Our thanks to La Bancarella Aeronautica for the review sample. UK customers can obtain copies from The Aviation Bookshop and Midland Counties Publications.

Sturmstaffel I - Reich Defence 1943-1944

by E. Mombeek with R. Forsyth and E. J. Creek.

Price: £TBA
ISBN: 0-9526867-9-1
Publisher: Classic Publications
Format: 21cmx29cm, 96 pages, laminated card cover

This new title from Classic is part of their 'Air War Classics' series and it takes a very personal and detailed look at the operations of Sturmstaffel 1 from 1943 right through to the end of the war. Much has been written about this unit, although the whole story may never be known due to the lack of records relating to this short-lived group. Much of what has been said is pure fiction, so here Classic have tried to piece together the history of the unit using official documents as well as the recollections of the small number of surviving Sturmstaffel members. The reason behind the group's formation was the dire situation that Germany found itself in during the last 18 months of WWII. All of Sturmstaffel 1's pilots were volunteers, and although it has often been stated that they were suicide squadrons, their mode of operation was not to ram the target first of all. They operated in the usual fashion until they were out of ammo, then they would consider ramming their opponent. The term 'Rammjäger' has been used to describe the Fw 190s



operated by this unit, and this book details the evolution of these specially armoured 190s. The book also contains cutaway drawings of the Fw 190 by Arthur Bentley, and beautiful colour artwork by Eddie Creek and Tom Tullis.

Conclusion

For any Luftwaffe fans this title is a real 'must' as the wealth of photographs, diagrams and colour artwork will be of great use. The narrative tells of a rather desperate attempt to stem the tide of Allied bombing and shows how far some will go to defend their homeland.

Our thanks to Classic Publications for the review sample.

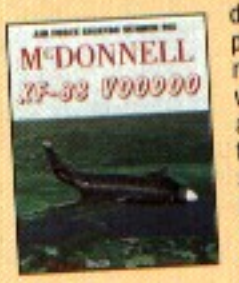
News

Airlife
The latest title from Airlife is Spitfire by Stewart Wilson. Although this title is produced by Aerospace Publications Pty in Australia, it is being distributed in the UK by Airlife. It comes in a 21cmx28cm format with 154 pages and a laminated card cover. All of the content is black and white, with the exception of eight pages in the centre which offer colour side profiles by Juanita Franzi. The book is basically split into two sections, one which briefly deals with each Spitfire and Seafire type, and the other which chronologically looks at the history of the type. The appendix at the end of the title lists all Spitfire and Seafire serials. The UK price for this title is £14.95.

Mushroom Monthly
A special produced by this club magazine has just been released, and it deals with WWI British aircraft types in Polish Air force service. The 25cmx17cm title offers 88 pages and has a hardback cover. This book covers the Bristol F2b, Sopwith Dolphin, Martinsyde Buzzard, Sopwith Camel, RAF SE.5a, DH.9, RAF RE.8, Avro 504K, HP O/400 and Sopwith 1 1/2 Strutter. Eight pages at the rear of this title offer colour side profiles of a number of these types and the title is well illustrated throughout with B&W photographs.

Examples of this book can be obtained for £9.99 (plus P&P) directly from Mushroom Model Publications, or via Midland Counties Publications and The Aviation Bookshop in the UK or Squadron in the USA.

Ginter Books
Latest additions to the Air Force Legends range of books from this publisher include ones on the Martin XB-51 (# 201), North American F-86D/K/L Sabre (#202), Lockheed NF104A (#204) and McDonnell XF-88 Voodoo (#205). Numbers 201, 204 and 205 are all in the standard format for this series offering 48, 44 and 56 pages respectively with a laminated card cover. The F-86 title is part one of an in-depth look at the type, and this first part offers 96 pages and covers the design, structure and testing of the D, K & L series. As with all titles from Ginter, these are full of period B&W photos of the interior and airframe, coupled with flight manual diagrams and a mass of period photographs. For modellers they offer a wealth of information and are invaluable if attempting to model any of the subjects. Nos 201 and 204 are $10.95, while 205 is $12.95 and 202 is $17.95.



Squadron-Signal
The latest 'In action' title from Squadron is on the Fiat CR.32 and CR.42. Written by George Punka, this 28cmx21cm title offers 50 pages and has a laminated card cover. The narrative text is backed up with a good selection of scale side

News

views, as well as period B&W photographs. Pre-war and wartime service are covered, along with the Hungarian use of the type. The centre pages offer ten colour side views of CR.32s and 42s. Belgian, Swedish and German use of the CR.42 is also covered and this is a good title for all Italian aircraft fans.

Also available from Squadron is the latest Detail & Scale title, which deals with the B-24 Liberator. This title is in the usual format for the series and offers 80 pages, sixteen of which are in colour. All versions are covered, and along with period black and white photos of complete airframes, there are detailed shots of the cockpit interior etc. The colour pages offer a couple of colour side profiles, a nice selection of period colour photographs and a selection of detail photographs inside preserved examples in the USA.

Albatros Productions

The latest Windsock Datafile from Albatros is on the sopwith 1 1/2 Strutter (No. 80) and it is the second part on this type to be written by J.M. Bruce. This 36 page A4 format title has a laminated card cover and deals with the bomber versions of the Strutter. Informative text is coupled with a mass of period B&W photographs and both 1/72nd and 1/48th scale plans. It retails for £8.95 directly from the publisher.

Also available now is a special in the 'Classics of WWI Aviation' series, and it is on the Ilya Muromets Type Veh. Written by Harry Woodman, who has spent some 30 years researching this design, the A4 format title offers 44 pages and has a laminated card cover. The highly detailed text is illustrated with a mass of clear B&W photographs as well as diagrams and 1/72nd and 1/48th scale plans. Everyone who enjoys Harry's work in this magazine will recognise the quality of this title, and it is highly recommended to all with a liking for early aviation.

Classic Publications

Battle over Bavaria is a special hardback title produced by Classic which looks at the encounters between the USAAF B-26s and Luftwaffe Me 262s during the final month of WWII. The title offers 200 pages in a 23cmx31cm format with a hardback cover and separate colour dust jacket. The title is split into two main parts, the first one looking at the groups and aircraft involved, and the other looking at the battles themselves. The latter includes a lot of personal accounts of these battles and it is all backed up with a good selection of period B&W photographs and diagrams, coupled with large colour profiles by Eddie J. Creek.

Newstand

This section is devoted to magazines, newsletters and club magazines, as well as foreign language magazines.

Magazines

Insignia

The latest edition of this magazine (Issue 13) has recently been released by Blue Rider Publishing. In this edition are articles on the Balkan Air War 1912-13, Latvian & Georgian Air Force markings, the Gloster Sparrowhawk and impressed American aircraft in Yugoslavian service during WWII. There are also book and model reviews, as well as the continuing series covering the markings of each nation (this time it's Sweden). The title also comes with a small decal sheet to allow you to built a Let 410, Mil Mi-8 and PZL Mi-2U of the Latvian and Georgian Air Force. Copies can be obtained directly from Blue Rider for £4.50 plus P&P.

Windsock

Produced bi-monthly by Albatros Productions, Windsock is a specialist title for all WWI aircraft fans. The most recent editions (Jan/Feb 2000 and Mar/Apr 2000) are currently available and they include features on the Eritch Taube, SAAF Avro 504s, Russian Naval Nieuports (Jan/Feb edition) and Italian Nieuport Bebes, Albree/Pigeon Fraser Scout (with scale plans) and part three of the Russian Naval Nieuports article (Mar/Apr edition). Each also includes reviews of kits and books relating to WWI subject matter and each 32 page edition is £6.10 directly from the publisher.

Foreign Language Magazines

Aero Fan

Not really foreign in the purest terms, as this title has both Italian and English text, however I will include it in this section from now on. The latest edition (Oct/Dec 1999) of this quarterly title offers feature articles on the AQV monoplane, Fiat A80 engine, the story of a Fw 58 ferried through Italy and Piper AOP aircraft of the Italian Army. There are also some reviews of recent book titles and a look at the GAV's restoration of a Bf 109G-4. This publication is L.20,000 and examples in the UK can be obtained from Midland Counties Publications.

Clubs and Societies

If you produce a club magazine and would like to see it in the Newstand, please send along copies to the editorial address. Remember to include all contact details as well as any charges that may be involved for potential new members.

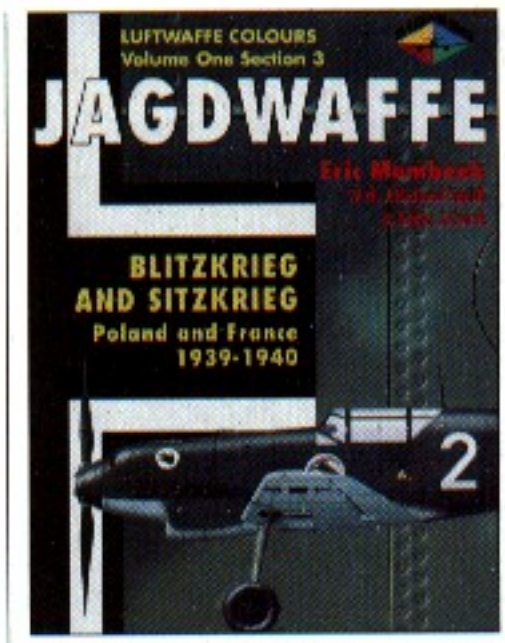
Distributors and Publishers

If you produce or distribute a magazine that deals with aviation or static scale modelling, and would like to see it in the Newstand, please send copies to the editorial address, with full details of their regularity and price.

Luftwaffe Colours Vol 1 - 3

by E. Mombeek with J. R. Smith & E. J. Creek.

Price: £TBA
ISBN: 0-95-268677-5
Publisher: Classic Publications
Format: 21cmx29cm, 96 pages, laminated card cover



This third release in the Luftwaffe Colours series by Classic covers the Blitzkreig and Sitzkreig period from 1939 to 1940, with the fall of Poland and prior to the Battle of France. Throughout this title there are narrative accounts of operations as well as personal recollections from some of those involved. This is backed up with lots of period B&W photographs and colour profiles that have been created from the photos. Most of this coverage centres around the Bf 109 (mainly Ds and Es), as it was the main fighter type of the Luftwaffe during the initial stages of WWII. The title also includes some coverage of the He 100, as well as the first flight of the Fw 190. Unit badges are reproduced as colour artwork alongside existing period photographs and there is a section listing national insignia placement in the latter stages of 1939.

Conclusion

A 'must' for Luftwaffe fans, as it forms part of what will be the most comprehensive Luftwaffe colour guide ever published. Don't forget to get the first two parts as well!

Our thanks to Classic Publications for the review sample.

Fokker D.VII - Anthology Pt.II

by R. Rimell

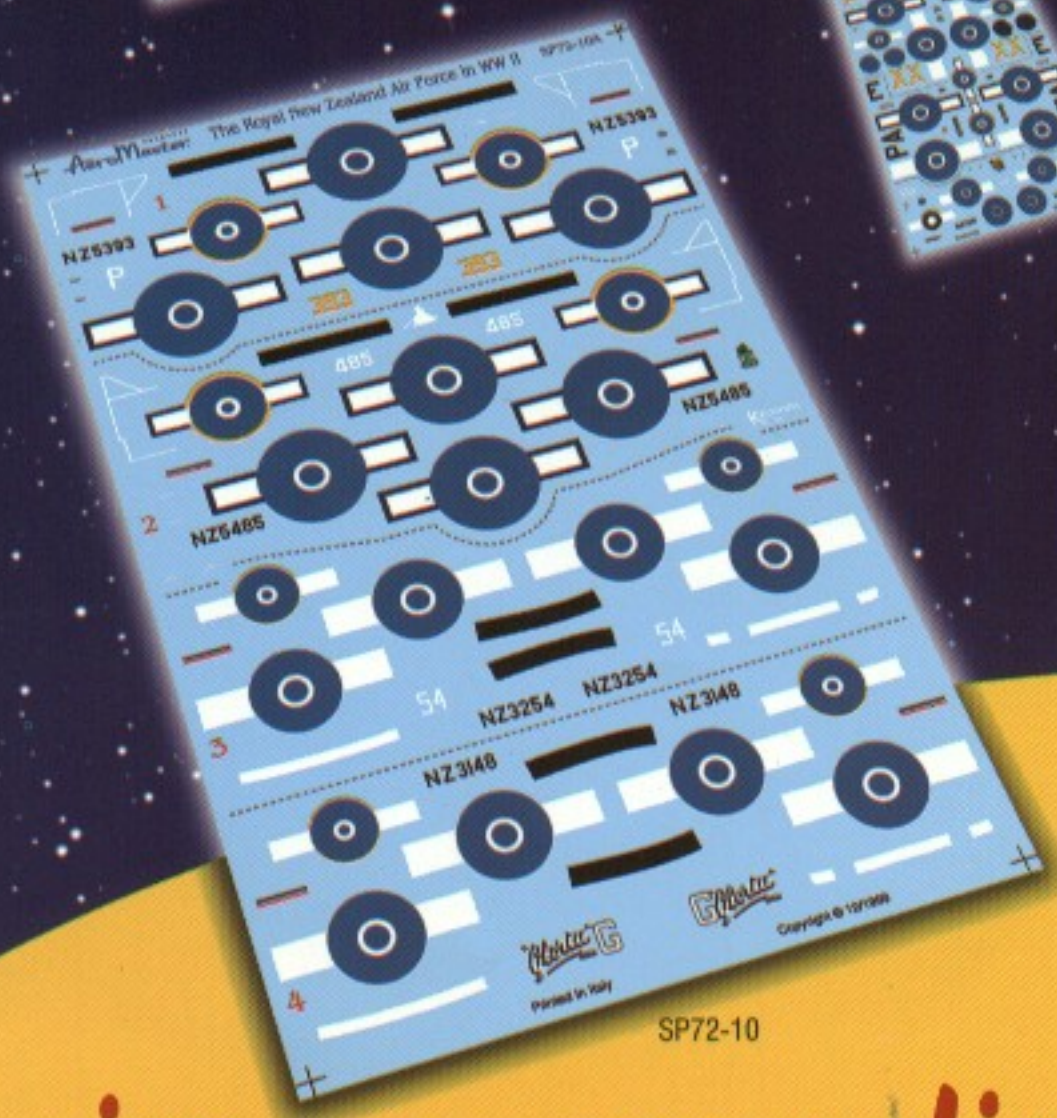
Price: £18.50 plus P&P
ISBN: 1-902207-10-6
Publisher: Albatros Productions Ltd
Format: 21cmx29cm, 64 page, laminated card cover

This is the second part of the special Anthology on the Fokker D.VII and it deals with the complex variations and colour schemes applied to O.A.W built D.VIIs. The title is backed up with a large number of period B&W photographs, along with 1/72nd and 1/48th scale plans. A selection of scale drawings for all the various engine cowling combinations that can apply to these machines is also included. The text itself takes a detailed look at all the variants, and includes a French evaluation report on a captured D.VII, plus a detailed look at such areas as the wings and a detailed list of all the Jastas that operated the type. The final section deals with the post-war use of the type by Hollywood for various aerial epics. All of this is backed up with a wealth of photographs (both period and modern) and a host of colour profiles.

Conclusion

This is an excellent title, and a 'must' for any WWI aircraft fan. If you have already collected the Windsock Datafile series, then I am sure you will want to add this one to your collection, and if you have part one of the Fokker D.VII anthology, then you will certainly want this new one as well. Be prepared though, as part three will be on the way soon!

Our thanks to Albatros Productions for the review samples.



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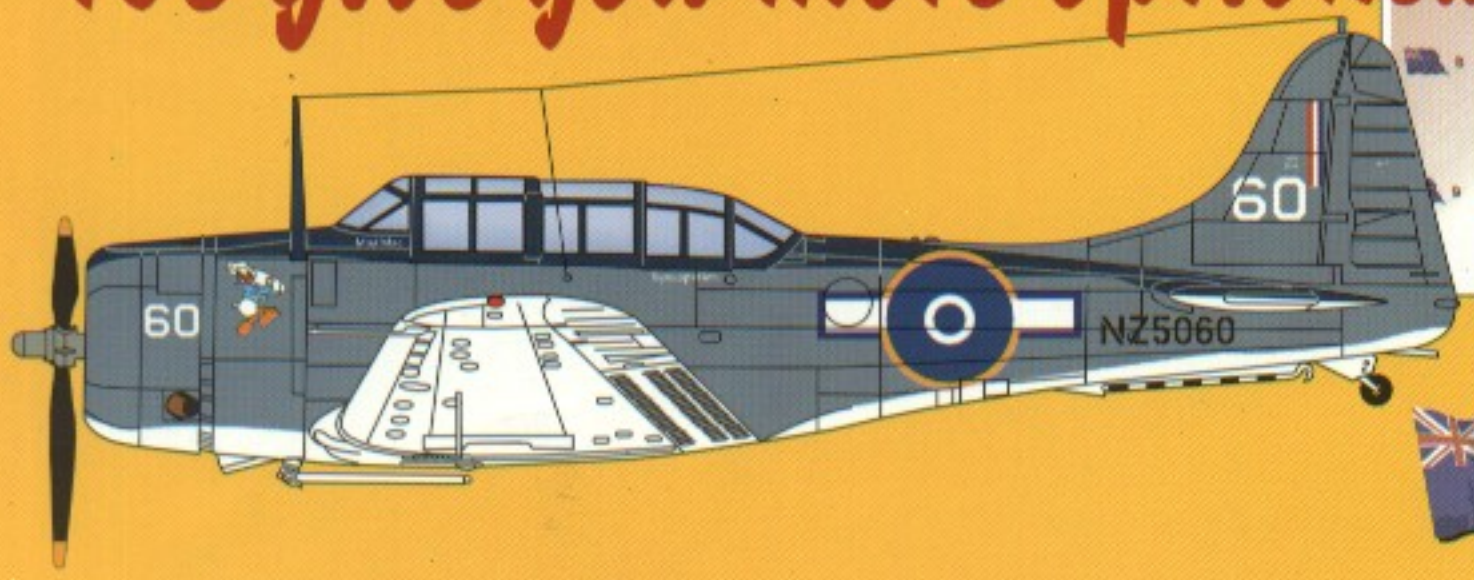

The Royal New Zealand Air Force in WW II

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